REGISTERED No. L—1277.

The Bombay Gazette.

No. 8,945.—New Series. BOMBAY :—WEDNESDAY, OCTOBER 10. 1877.

LIBRARY OF THE BOMBAY BRANCH OF THE R. A. SOCIETY 343

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	26	Half-yearly	32
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Sukkur Copy..... As. 4.

Price for back numbers varies according to time between As. 8 and Re. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	2 8
Third do.	2 8
Fourth and succeeding insertions	0 2½ As.

A line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per Line.
Third and succeeding ..... ½ „ „
In the Native Language, double the above.

Per Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes as follow :—

Not exceeding three lines ..... Rs. 1-0
Each succeeding line ..... 0-4 As.

Advertisements exceeding three lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

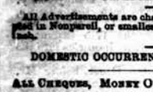
All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—TWO RUPEES.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (*Limited*), under contract with Government, will despatch the S. S. ORIENTAL, 1,496 Tons, 165 H.P., Commander G. G. C. Stevenson, on SATURDAY, the 13th October, 1877, at 4 P.M., calling at Bolingherry, Vingorla, Goa, Carwar, Mangalore, Gannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Caimbola, Negapatam, Pondicherry, Madras, Masulipatam, Coconada, Visagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports by arrangement at Rates by the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

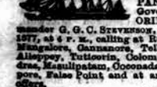
Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (*Limited*), under Mail Contract with Government, will despatch the S. S. CALCUTTA, 863 Tons, 120 H. P., Commander T. P. Nailer, on THURSDAY, the 11th October INSTANT, at 4 P.M., for the PERSIAN GULF, touching at KURRACHEE, GWADER, JASK BUNDERABBAS, LINGA, BUSHIRE, FAO, MUSREH, and occasionally at BAHREIN and MAHOMMERAH.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (*Limited*), under Mail Contract with Government, will, during the fair season, despatch a Steamer to Kurrachee every THURSDAY at 4 P.M., and an Extra Steamer on every TUESDAY at 10 A.M.

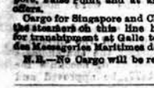
The S. S. CALCUTTA, 863 Tons, 120 H. P., Commander E. P. Nailer, will be despatched on THURSDAY, the 11th Oct. 1877, at 4 p.m.

The S. S. VINGORLA, 577 Tons, 130 H. P., Commander A. Gray, on TUESDAY, the 16th October 1877, at 10 A.M., calling at Verawul, Mangrole, Tellicherry, Cochin, Mandvie.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, on the 1st of each month.

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Without food.
Suez	33	24	9	
Port Said	33	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	8-10	

Including Wine.

Children under 2 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

ARABIA, to sail on THURSDAY, 1st November 1877.
AUSTRALIA, to sail on SATURDAY, 1st December 1877.
ASSIRIA, to sail on TUESDAY, 1st January 1878.
INDIA to sail on FRIDAY, 1st February 1878.

All Steamers of this Company have large First and Second Class accommodation ; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A.M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRINDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, 7th May 1877.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE First Class Steamer ACHILL, 1,813 Tons, 460 H.P., will be despatched from BOMBAY to TRIESTE on the 10th November.

Rates of Passage-money (exclusive of Wines and Spirits which can be had on board at moderate prices) as under :—

	1st Class.	2nd Class.	Deck with food
To Trieste	Rs. 450	Rs. 350	Rs. 180 0
To Port Said	„ 330	„ 256	„ 131 4
To Suez	„ 300	„ 270	„ 122 8
To Aden	„ 170	„ 130	„ 66 0

No cargo will be received on board after sunset on the day previous to sailing.

The Company will despatch steamers from Bombay to Trieste on the following dates :—

A Steamer on the 30th November 1877.
Do. do. 21st December do.

For further particulars, and for Freight and Passage, apply to the Agents of the Austro-Hungarian Lloyd's Steam Navigation Company.

J. L. STIPPERGER, Acting Agent.

35, Bombay Green, 28th September 1877.

WANTED.

WANTED, in a Mercantile Firm, a GOOD CLERK who can write fast and well, and who is also good at Accounts ; a knowledge of Shorthand will also be a recommendation.

Apply with Testimonials by letter only and stating salary wanted, to "S. S.," *Gazette* Office.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows :—Not exceeding 3 lines, Re. 1 ; each succeeding line 8 As. No trade advertisements are admitted under this head.

BUILDING SOCIETY.—A Meeting of Gentlemen favourable to this movement, will be held at Sassoon House on WEDNESDAY, the 17th inst., at 5 p.m. D. S. KEMP.

FOR SALE, a small, light, well-built BAROUCHE, nearly new and in thorough order. Apply to C. STEPHENS and SONS, Churney Road.

FOR SALE, a DOGCART, built by Windover, and in excellent condition. For further particulars, apply to "F.," care of this Office.

KEROSEINE COOKING STOVES, complete with Kettles, Pans, &c., very convenient for Travellers, &c. JOSEPH SOARES, 25, Apollo Street.

FOR SALE, a pair of well-bred CHESTNUT ARAB CARRIAGE HORSES, 14-2, in good condition. Price Rs. 700. May be seen daily in the Fort. Apply to GRINDLAY, GROOM & Co.

JUST RECEIVED, Trichinopoly CIGARS and CHEROOTS, in prime condition, cheap and in quantities to suit purchasers. Apply to C. D. FLETCHER, Wine Merchant, No. 9, Meadow Street.

A FRENCH PROFESSOR of the FRENCH LANGUAGE and LITERATURE will stay in Bombay for one or more years if he finds a sufficient number of pupils. Apply, giving Address, till the 15th instant, by letter to Mr. CHARLES D'OREFONT, *Bombay Gazette* Office.

ICE CREAMS DAILY at PEARSE'S.—Iced Puddings to order. HAM SANDWICHES, Chicken and Mutton Patties, &c., daily at noon.

NEW ADVERTISEMENTS.

MORLEY HALL, COLABA.

MADAME CARLOTTA TASCA

BEGS to announce that she will give TWO GRAND CONCERT AND OPERATIC ENTERTAINMENTS at the above Hall ON WEDNESDAY, OCTOBER 10TH, AND THURSDAY, OCTOBER 11TH, ASSISTED BY

MISS ELCIA MAY,
THE CELEBRATED PRIMA DONNA ;
MR. ALFRED PLUMPTON,
BARITONE VOCALIST ;
AND
MR. JOHN MORRIS,
AMERICAN COMEDIAN.

CHANGE OF PROGRAMME EACH EVENING.

PRICES OF ADMISSION.
FIRST CLASS ..... Rs. 3 | SECOND CLASS .... Rs. 2.
THIRD CLASS ..... Re. 1.

MILITARY IN UNIFORM HALF PRICE TO SECOND AND THIRD CLASS SEATS.

Children under 12 years of age, half price to First Class only.

Tickets may be obtained of SOUNDY & Co.

Doors open at 8-30. Commence at 9-15.

Carriages may ordered for 11-15.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

Vessels.	Tons.	H.P.	Captains.	
CHINA	2016	400	T. Alderton	15th Oct.
(s) BOKHARA	2982	450	W. D. Anderson.	22nd do.
SUMATRA	3468	450	C. Anderson	29th do.
(s) KHIVA	2809	450	G. Lee	5th Nov.
DECCAN	3429	550	J. D. Gahy	12th do.
(s) SURAT	3141	500	G. C. Barns	19th do.
BANGALORE	2962	500	N. W. Haselwood.	26th do.
(s) AUSTRALIA	3063	600	J. S. Murray	3rd Dec.

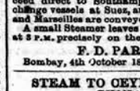
Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton ; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at Masagon, at 5 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay, 4th October 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.



THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons.	H.P.	Captains.	
GWALIOR	2725	450	J. E. Babot	16th Oct. at 3 p. m.
THIBET	2593	400	J. H. Torbock	30th Oct. do.
TEHERAN	2589	400	A. H. Johnson	13th Nov. do.
GEELONG	1835	250	C. Fraser	27th Nov. do.

F. D. PARKER,
Bombay, 2nd October 1877. Acting Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle) :—

Vessels.	Tons.	H.P.	Captain.	
TANJORE	2263	450	W. W. Fentiman	13th Oct. at 3 p.m.
SIAM	3000	500	G. R. Hector	10th Nov. do.

F. D. PARKER, Acting Superintendent.

Bombay, 2nd October 1877.

SALES BY AUCTION.

MEHRJEE, JOHNSTON AND Co.
AUCTION SALE OF VALUABLE LANDED PROPERTY (BUNGALOW AT PAREL).

On SATURDAY, the 20th October, 1877, at 4 p.m., Messrs. MEHRJEE, JOHNSTON & Co. will sell by Public Auction on the premises, by order of the mortgagee, by virtue of the power of sale contained in an indenture of mortgage, bearing date the 23rd day of May 1867, and on account and risk of the mortgagors, Messrs. Morchi Baijee and Nanabhoy Baijee, the following landed property, viz :—

All that piece or parcel of land, together with the messuage, tenement or bungalow standing thereon, situate, lying and being at Parell, on the east of the Parell road, and registered by the Collector of Bombay under No. 35, and by the Collector of the assessment tuby order of the municipality under No. 615 square yards, be the same little more or less, and bounded on the east by the ground of Mr. Nowrojee Jamsetjee Wadia, on the west by the Parell road, on the north by the estate or ground of Mr. Nowrojee Jamsetjee Wadia, and on the south by the estate of Mr. Jehangier Nusserwanjee Wadia.

For further particulars and conditions of sale apply to the Undersigned.

MEHRJEE, JOHNSTON & Co.

Bombay, 10th October 1877.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome French polished household furniture, plated, glass and porcelainwares, a fine cottage piano, a rosewood harmonium, a first-class French billiard table, hanging gas chandeliers, wall argand lamps, &c., at Grant Road, opposite the Moos Buildings.

On SATURDAY, the 13th instant, at 1 p.m., Messrs. BENNETT and Co. are instructed to sell by Public Auction at the abovementioned place, the valuable and handsome household furniture, &c., the property of MICHAEL DELIMA, Esq.

Full particulars will be given hereafter.

Also, on the same day at 4 p.m., a valuable bungalow, full particulars of which will be given hereafter.

AUCTION SALE of valuable and handsome household furniture, best plated, rich crockery and glasswares, a first-class light open carriage, a pair of Bay Australian carriage horses, plants, books, &c., at Farnway, Malabar Hill.

On WEDNESDAY, the 17th instant, at 1 p. m., Messrs. BENNETT and Co. are instructed to sell by Public Auction at his residence, at the abovementioned place, the valuable and handsome household furniture, carriages, horses, &c., the property of H. W. PAYNE, Esq.

Full particulars will be given hereafter. Catalogues will be published and the property will be on view 4 days before the day of sale.

BENNETT & Co.

Bombay, 10th October 1877.

CRAWFORD AND COMPANY,
3, MARINE STREET, BOMBAY.

SALE OF PRINTS.

THIS DAY, WEDNESDAY, the 10th Oct., at 3 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction, at their rooms, to close account—

White ground prints, 25 and 26 yards.
Cream-ground prints, 25 and 26 yards
Red and black prints, 25 and 26 yards.
Assorted colour prints, 25 and 26 yards.
Persian prints 25 yards.

SALE OF BUILDING MATERIALS.

TO-MORROW, THURSDAY, the 11th inst., at 3 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction, on the premises at the Cotton Green at Colaba, on the west side of the causeway,

The materials of a wooden house with corrugated iron roofing, about 50 feet in length and about 40 feet in breadth.

Also 800 to 1,000 earthen pipes used for telegraph purposes.

McEVAN'S INDIA PALE ALE.

To be sold by Public Auction by Messrs. CRAWFORD and Co. at their rooms, on SATURDAY next, the 13th instant, at 4 p.m., a consignment of this excellent well-known beer, just landed ex s. s. Trinacria, consisting of—

105 cases, each 4 dozen quarts
45 Do. 7 do. pints,

in small lots to suit the requirements of buyers.

NOTICE.

The valuable Library and other effects of the late A. W. Lyon, Esq., B. C. S., will be sold by Public Auction, by order of the Administrator General, by Messrs. CRAWFORD & Co., at their rooms, on SATURDAY, the 13th instant, at 2 p.m. The Library consists mostly of law books, and the effects comprises a double barrelled central fire breech loading gun by by E. M. Reilly and Co., in leather case complete, plated table goods, palanquin clock, garments, &c., &c., of which catalogues will be ready this afternoon and which ar now on view.

Also, the property of another gentleman, a double barrelled breech-loader rifle, 12 bore, by a first-class maker, and in perfect condition.

SALE OF VALUABLE PEARLS.

The undersigned are instructed by Messrs. Ewart, Latham and Co. to sell by Public Auction, at their rooms, on TUESDAY, the 23rd instant, at 3 p.m., on account and at the risk of the firm of Assanund Anundass, the following parcels of pearls :—

1 parcel	390	pearls	115 chows.
1 „	676	„	110 „
1 „	881	„	91 „
1 „	2322	„	125 „
1 „	small	„	36 „
1 „	„	„	25 „
1	563	button pearls	80 chows.

A deposit of 25 per cent. will be required at the time of sale.

AUCTION SALE of valuable and handsome household furniture, a mahogany self-acting Pianoforte, rich 6 light Candelabra, Carpets, Pier Glasses, Hanging Argand Lustres, Vase Lamps, Plated Glass and Porcelain Ware, Marble and German Slabs for flooring, Teak Doors with frames, &c., at No. 40, Cumballa Hill, near the bungalow of Nowrojee Ardaseer Davur, Esq.

Messrs. CRAWFORD and Co. have received instructions to sell by Public Auction at No. 40, Cumballa Hill, on THURSDAY, the 18th October, sale commencing at 1 p.m., the valuable household furniture, self-acting piano, brougham, &c., of a Parsee gentleman changing his residence.

Full particulars will be given hereafter and catalogues will be published.

CRAWFORD & Co.

Bombay, 10th October 1877.

FURTHER REDUCTION OF PRICES.

JUST PUBLISHED.

TREACHER AND COMPANY'S *Revised Quarterly Price List* of OILMAN'S STORES, PRESERVED PROVISIONS, &c., showing further liberal reductions in Prices.

Copies may be had on application to the several Establishments.

BOMBAY, BYCULLA, & POONA.

NEW ADVERTISEMENTS.

TOWN HALL.

MADAME CARLOTTA TASCA

BEGS TO ANNOUNCE THAT SHE WILL GIVE A GRAND CONCERT AND OPERATIC ENTERTAINMENT AT THE ABOVE HALL ON SATURDAY, OCTOBER 13TH,

ASSISTED BY
MISS ELCIA MAY,
THE CELEBRATED PRIMA DONNA,
MR. ALFRED PLUMPTON,
Baritone Vocalist,
AND
MR. JOHN MORRIS,
AMERICAN COMEDIAN.

CONCERT.

AN INTERVAL OF FIVE MINUTES.

MR. JOHN MORRIS,
In his astonishing Protean Entertainment, in which he will introduce
SEVEN DISTINCT CHANGES,
Opposite in character and costume, and rapid as the lightning's flash, without leaving the Stage, and in full view of the audience.

AN INTERVAL OF FIVE MINUTES.

TO CONCLUDE WITH
OFFENBACH'S COMIC OPERA ;
THE "ROSE OF AUVERGNE."

PRICES OF ADMISSION.
Reserved Seats ..... Rs. 4. | Unreserved Seats ..... Rs. 2.
Back Seats ..... Re. 1.

Family Tickets to admit three to Reserved Seats, Rs. 10.

Plan at SOUNDY & Co.

Carriages may be ordered at 11 P. M.

MADAME CARLOTTA TASCA

BEGS to announce that she is prepared to receive pupils for the Pianoforte, &c. Communications may be addressed care of Messrs. SOUNDY and Co.

MR. ALFRED PLUMPTON

BEGS to announce that he is prepared to receive pupils for Singing and Piano. Communications may be addressed care of Messrs. SOUNDY and Co.

TEMPLE BAR. GRAND CAFE RESTAURANT.

BREAKFASTS, TIFFINS, AND DINNERS

At fixed prices and à la carte.

SEALED TENDERS will be received by the Undersigned on the dates mentioned below for the following contracts :—

Cotton Suttrengies	15th October, 1877.
Cotton Shoes	
Hired Buggies, &c., and Hamallage	18th October, 1877.
Hired Shoes, Tonnage and sea and land carriage	22nd October, 1877.

Further particulars can be learnt at this Office.

W. KEAYS, Major.
Executive Commissariat Officer, Presidency.
Bombay, Executive Commissariat Office, Oct. 9, 1877.

NOTICE.

ALL PERSONS having CLAIMS against LIEUTENANT T. G. BARCLAY, H M.'s 66th Regiment, are requested to SEND in a STATEMENT to him, care of Messrs. HENRY S. KING and Co., 45, Pall Mall, London, S. W., so as to reach him within 4 months of this date, after which no claims will be attended to.—Dated this 10th day of October 1877.

TO BE LET, from the 1st proximo, a COMFORTABLE BUNGALOW in Middle Colaba, facing the West, with three Bed-rooms, a Drawing-room, a Dining-room and a spacious Verandah. The whole house is Matted, Painted and Papered. For Rent and other particulars, apply to

P. BYRAMJEE,
No 28, Meadow Street. House Agent.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

OLD RAILS.

TENDERS will be received by the Agent, at the Company's Offices, Elphinstone Circle, Bombay, up to Noon on WEDNESDAY, the 10th October next, for the PURCHASE of about 2,000 Tons of OLD UNBRASED RAILS from the heaps, now lying on the Company's premises, Wadi Bunder, Mazagon, where they may be seen upon application to the Wharf Superintendent.

Offers must specify the rate per ton, weighed over on the spot, and delivered into barges alongside the Bunder.

Terms cash before delivery.

The Agent reserves to himself the right to reject any or all of the Tenders.

ALFRED KING,
Storekeeper.
Storekeeper's Office, Byculla, 10th August 1877.

D. FERNANDES & COMPANY,
DRUGGISTS, DISPENSING CHEMISTS,
AND GENERAL MERCHANTS.

DRUGS, Chemicals, Pharmaceutical preparations, Patent Medicines, Nursery, Toilet, Smokers' and Household Requisites, Perfumery, Fancy Goods, Jewellery, Spectacles and Eye Glasses, Medicated Confectionery and a variety of miscellaneous articles always in stock.

Prescriptions carefully and promptly dispensed at any time during the day or night.

Up-country Orders (which should be accompanied by a remittance or reference for payment in Bombay) receive immediate attention.

TERMS—MODERATE.

For further particulars apply to
D. FERNANDES & COMPANY,
80, MEADOW STREET, BOMBAY.

D. S. KEMP & Co.

SILVER PRIZE MEDAL 1873.
PRICE LIST, WHOLESALE AND GENERAL, FURNISHED ON RECEIPT OF CARD.

SPECIAL IMPORTS.

NORWAY COD LIVER OIL.—The Oil of this season is of exceptionally fine quality. Our supplies, which are from one of the largest producers, have just arrived and surpass in quality those of former years.

Per Pint Re. 1-4 ; Per Dozen Rs. 12.

MELLIN'S FOOD FOR INFANTS.—Our method of preserving this food (and all other perishable goods), from damp ensures its freshness. We are now prepared to supply any quantity.

Per Bottle Re. 1 and Re. 1-12.

VAN HOUTEN'S PURE SOLUBLE COCOA.—The purest and most wholesome Cocoa manufactured. It is free from fatty matter.

Per Tin Re. 1-8.

NESTLE'S MILK FOOD FOR INFANTS.—Made in Switzerland. Requires the addition of cold water only.

Per Tin Re. 1-4.

DARBY AND GOSDEN'S FLUID MEAT.—Not an Extract but the meat itself reduced to the semi-fluid state. A most valuable nourishment for exhausted patients.

Per Jar Re. 2-8.

PEPTONE OF FLESH.—Pure meat artificially digested by the aid of pancreatic juice ; now much in use in continental practice. Taken in chocolate or madeira.

Per Vial Re. 3.

ELIXIR OF HEMEDESMUS.—(Indian Sarsaparilla) Of the Verapoly Mission ; prepared under the careful supervision of the Carmelite Friars. A liquour of very efficient alterative properties, strongly recommended in cases where Sarsaparilla is indicated and said to produce most remarkable curative effects. We are the sole agents for this Elixir.

Per Pint Stone Bottle Rs. 3.

DR. BRIGHT'S PHOSPHODYNE.—The remedy so much recommended for nervous exhaustion and decay and all complaints arising therefrom being a combination of unoxidised Phosphorus with Quinine.

Per Bottle Re. 5.

PETTIT'S EYE SALVE.—A preparation of remarkable efficacy in sore eyes, and in weakness of vision if caused by film or any affection of the surrounding parts. Is also a most effectual cure for piles.

Per Packet Re. 1.

TAMAR INDIEN.—A cure for constipation ; an aperient extract in bon-bon form. Readily taken by delicate patients.

Per Packet Re. 1-12.

BALDON'S SEA SALT.—Affording a bath of sea water in a few minutes.

Per Packet of 7 lbs. Re. 1.

NURSERY LAMPS.—In Japanned tin, for heating food, water, &c., may be used suspended or standing, serve as night lights while in use. The lamp is adapted for oil but may be replaced by a spirit lamp. Each Re. 5-8.

Spirit Lamp, extra Rs. 1-4.

GROUT'S PATENT FOOD WARMER.—This convenient and elegant little vessel will keep a feeding bottle and its contents warm without any attention for twelve hours. It is not fragile and is well adapted for travelling. With two compartments, Rs. 8-8.

Three Compartments Rs. 10.

POND'S EXTRACT OF HAMAMELIS.—The new external remedy for all skin and muscular complaints.

Per Bottle Re. 1.

SASSOON HOUSE, BOMBAY.

TREACHER & COMPANY, LD., WINE MERCHANTS.

BY APPOINTMENT.

ESTABLISHED IN THIS PRESIDENCY FOR HALF A CENTURY.

AGENCIES IN THE CONTINENTAL WINE DISTRICTS AT

XEREZ.	AVIZE.	BORDEAUX.
ALTO DOURO.	EPERNAY.	COGNAC.
MADEIRA	RHEIMS.	COBLENTZ.

LONDON OFFICES: 38A, KING WILLIAM STREET.
HEAD OFFICE AND GODOWNS :—BYCULLA, BOMBAY.

CONSTITUENTS and intending Purchasers are respectfully solicited to test the quality of our Brands when comparing the quotations with those of competing Houses, and also to note that these include LOSS BY EXCHANGE, IMPORT AND TOWN DUTIES, AND ALL OTHER CHARGES, BEING FREE DELIVERY FROM OUR GODOWNS.

REDUCED PRICES. OCTOBER 1877.

SHERRIES.	Cash Prices. Per Dozen Quarts.	Pints.
AMONTILLADO, superior, very old and choice	Rs. 37 0	...
OLOROSO, pale soft, fine flavour	37 0	...
MANZANILLA, very dry and pale	29 0	...
GOLDEN, a rich nutty-flavoured Dessert Wine	29 0	...
OLD DRY, very superior, soft and dry	29 0	...
SUPERIOR OLD, tawny, with fine Bouquet and character	Rs. 32 0	17 8

	Cash Prices. Per Dozen. Quarts.	Pints.
VINO DE PASTO, a good generous DINNER WINE	Rs. 26 0	...
PALE DINNER, an excellent light Wine for general use	22 8	...
YELLOW SEAL, pale and light	17 0	...
MARSALA	16 0	...
MADEIRA, E. India, selected, old and very fine	31 0	...

PORTS.		
FINE OLD, possessing good body and flavour	Rs. 27 0	15 0
WHITE SEAL, rich and fruity	19 0	...

CHAMPAGNES.		
PERRIER JOUET & Co.'s Finest Dry	Rs. 46 0	24 8
F. GIESLER & Co.'s "for India" brand	46 0	24 8
TREACHER & Co.'s Dry Creaming Sillery	40 0	21 8
SUPERIOR SPARKLING SAUMUR	28 0	15 8

CLARETS.		
ST. JULIN, MEDOC (Excellent Cup)	Rs. 10 0	5 12
BORDEAUX (or Breakfast)	10 0	5 12
PETIT MEDOC (Wines)	12 8	7 4
MEDOC, Superior	15 8	9 0

CHATEAU LAGRANGE (Good Dinner Wine)	Rs. 21 0	11 8
CHATEAU LAROSE (Superior after Dinner Wines)	26 0	14 8
CHATEAU MARGAUX	31 0	16 8

SAUTERNES.		
HAUT SAUTERNES, very rich and fine	Rs. 31 8	...
SAUTERNES, delicate flavour	23 8	...
BARSAC, light Table Wine	Rs. 19 0	...

BURGUNDIES.		
CHAMBERTIN	Rs. 39 0	15 8
POMMARD	24 0	13 0
MACON	23 0	12 8
BEAUNE	19 0	10 8
CHABLIS	Rs. 18 0	10 0
RICH SPARKLING BURGUNDY, Red or White	28 0	21 0

HOCKS.		
SUPERIOR SPARKLING	Rs. 34 0	18 8
FINEST SPARKLING HERRENBRETSTEIN	42 0	23 0
JOHANNISBERG (STILL)	41 0	22 0
LIEBFRAUMILCH	36 0	19 0
NIERSTEIN (STILL)	Rs. 26 0	14 0
HOCHHEIM „	25 0	13 8
STEINWEIN (Glass Jugs) STILL	25 0	...
GIESENHEIM (STILL)	20 0	11 0
LAUBENHEIM (STILL)	17 8	9 8

MOSELLES.		
FINE SPARKLING	Rs. 32 0	...
SUPERIOR SPARKLING	34 0	19 0
FINEST SPARKLING NONPAREIL	40 0	22 0
SCHARZBERG (STILL)	33 0	18 0
SUPERIOR MOSELLE (STILL)	Rs. 27 0	...
WINNINGEN	20 0	...

SPIRITS.		
COGNAC, Fine Old Pale, Treacher's celebrated Heart labelled	Rs. 30 0	...
COGNAC, Old Pale, a choice matured Spirit	27 0	...
COGNAC, Pale, a good Peg Brandy	23 0	...
GIN, London Old Tom	18 0	...
GIN, Dry Unsweetened	18 0	...
HOLLANDS GENEVA, (De Kuyper's) per case of 15 large flasks	27 0	...
RUM, Finest Old Jamaica	22 8	...
WHISKEY, Irish, Kinahan's celebrated L. L.	22 0	...
WHISKEY, Scotch, Crabbie's	20 0	...
Do. Fine Old Glenlivat (Treacher's special blend)	22 0	...
HENNESSY'S BRANDY *	27 8	...
Do. do. **	31 8	...
Do. do. ***	33 0	...
MOUNIE'S Vine Leaf do.	27 0	...
MARTELL'S do.	27 8	...
EXSHAW'S No. 1 do.	36 0	...

LIQUEURS AND BITTERS.		
CURACAO, Amsterdam, Orange or White per bottle.	3 12	2 0
MARASCHINO DI ZARA, (the finest) „	3 8	2 0
CHERRY BRANDY, best Copenhagen „	2 12	1 8
CHARTREUSE from the Green „	7 0	3 12
Monastery Yellow „	5 8	3 0
GOLLA WATER, Dantzig Brandy „	3 12	...
CREME DE NOYEAU, best „	3 0	1 12
CREME DE CITRONELLE „	3 0	...
CREME DE ROSE „	3 0	1 12
CREME DE VANILLE „	3 0	1 12
ANISETTE „	3 0	...
VERMOUTH per bottle.	1 4	...
FREEMASON'S LIQUEUR „	3 8	1 12
GINGER WINE per dozen.	17 0	...
ORANGE WINE „	17 0	...
ORANGE BITTERS „	15 0	10 0
ANGOSTURA BITTERS „	...	24 0
POMALO & ORANGE BITTERS CONCENTRATED, T. & Co.'s ... } Pints.	...	12 0
BRANDY BITTERS „	...	...
WINE BITTERS „	...	...

BOMBAY, BYCULLA, & POONA.

FOOTBALL, POLO JERSEYS, &c.

BADHAM AND COMPANY

HAVE just Landed their Special Shipment for the coming season. They are of the best manufacture, fast colours, and may be relied upon for strength and wear :—

FINE WHITE LAMB'S WOOL, all Sizes	Rs. 6-8 each.
„ SCARLET „ „	
„ LIGHT BLUE „ „	
„ BLUE and WHITE MERINO STRIPED	
„ SCARLET „ „ „	
SILK for KUMMERBANDS to match all the above colours	2-0 yard.
WHITE CASHMERE MUFFLERS	3-8 each.
WHITE HONEY COMB LONG SCARVES	2-8 „
KNICKERBOCKER HOSE, RIBBED COTTON, MERINO and REAL HAND KNIT	4-8 to 6-8 Pair.

CRICKETING, BOATING SUITS, &c.

BEST SAXONY TWILLED FLANNEL, thoroughly shrunk, Double-Breasted Coat and Trousers	Rs. 35-0
Suits Trimmed to Match Club Colours.	
WHITE SAXONY FLANNEL SHIRTS, Collars attached, thoroughly shrunk	Rs 8-8

LESS TEN PER CENT. PROMPT CASH.

BADHAM AND COMPANY,

SHIRTMAKERS, CIVIL & MILITARY TAILORS & OUTFITTERS,
RAMPART ROW, BOMBAY, AND POONA.

THORPE & CO.,

MASONIC CLOTHIERS AND JEWELLERS.

T. & Co. have now a large supply of MASONIC KIT on hand.

Master Masons' Aprons, English Constitution, Blue	Rs.	15 0
Do. do. Scotch Constitution, Red	„	16 0
Leather Cases for do.	„	3 0
Royal Arch Companions' Apron and Sash	„	30 0
Do. Principal's Apron and Sash	„	33 0
Leather Case for do

COMMERCIAL INTELLIGENCE

TUESDAY EVENING, 9TH OCT. 1877.

CONSOLS in London yesterday were unchanged at 95¾, but French Rentes had receded from 105¼ to 105.

Arrival quotations for Wheat were advanced 2d. per quarter all round. Seeds were apparently somewhat irregular, Reuter's quotations showing a decline of 2d. per quarter to arrive and 1s. 6d. ex-Warehouse for Calcutta Linseed, an advance of 3d. in Calcutta Rapeseed to arrive and a decline of the same extent ex-Warehouse, a decline of 1s. per quarter in Bombay Linseed, and a rise of 6d. in Ferozepore Rapeseed ex-Warehouse.

The Liverpool Cotton Market yesterday was again stronger, the day's sales being estimated at the unusually large quantity of 25,000 bales, and spot prices, as quoted by Reuter, show an advance of ¼d. per lb. in Mid. Orleans and 1-16d. per lb. in all Surats, except Fair Dholleras and Fair Oomras. The American receipts continue small, and a further rise in prices seems highly probable, although there are unquestionably influences which tend the other way. In the first place Manchester responds but slowly to the advance, the market for goods yesterday being reported firm in tone but business seriously checked by higher prices being asked; and, again the comparatively rapid rise is evidently beginning to bring out "bears" as we hear of Bombay firms selling Good Oomras, new Crop, December-January shipment, at quite ¼d. per lb. under to day's cost here Notwithstanding this, however, the position is so strong that, unless the American receipts take a sudden jump, it is difficult to see how the advance will be checked, especially in Surats, which, as we have already pointed out, at the present rate of consumption will be entirely cleared out by the end of January or early in February.

The American telegrams of yesterday still quote ready Mid. Uplands at 11¼ cents, but January shipment is given at 11 7-16 cents., an advance of 3-16 cents. per lb. The receipts to date are as follows:—

	1877.	1876.	1875.
Three days' Receipts	27,000	51,000	49,000
Total since 1st Sept.	179,000	396,000	334,000

The London General Produce Markets yesterday were unaltered in every respect. At the Tanned Skins and Hides auctions 1,139,000 were offered; Sheep Skins were in good demand and 1d. to 2d. higher, while Goat Skins, heavy weights, were 1d. to 2d. per lb lower.

A withdrawal of £100,000 from the Bank of England is reported, and we hear that private telegrams have been received, reporting the probability of dearer money, although there seems little in the state of current business at Home to warrant it.

Bar Silver Reuter quotes at 55¾d. per oz., which is confirmed by private advices.

STERLING EXCHANGE to-day has shown a decidedly weaker tendency and rates must be quoted 1-16d. per rupee lower all round. Transactions have been few and there is nothing here to affect the business materially either way, but advices from Calcutta come weaker, and we are more governed by that than anything else at present. We quote on London:—

Bank Bills on demand	1s. 9 5-16d.	per Rs.
Do. at 6 months' sight	1s. 9¾d.	,,
Credits ,, 3 ,, ,,	1s. 9 1-16d.	,,
Documents ,, 3 ,, ,,	1s. 9¾d.	,,

On Calcutta we have not heard of any business, and rates are therefore nominally unchanged, say 3-16 per cent. premium for telegraphic demand, and 1¼ per cent discount for 60 days' sight.

GOVERNMENT PAPER is quiet, and in the absence of business values are unaltered. The feeling, however, is fairly firm, and sellers show no disposition to press sales. We quote:—Fours, Rs. 93½; Fours-and-a-half, Rs. 93¾; Fives-and-a-half, Rs. 101¾.

The SHARE MARKET to-day has been dull and declining for Spinning and Weaving Companies, our quotations showing a decline of Rs. 10 in Dhurramsey, Manockjee Petit and Oriental, Rs. 15 in Fleming and Sholapore, Rs. 20 in Great Eastern, Rs. 50 in Hydrabad and Madras Spinning, and Rs. 75 in Nicol Manufacturing Company. Land Companies are unchanged, and the only alterations in Press shares are a decline of Rs. 50 in Akbar, and an advance of Rs. 5 in New Berars. Bank of Bombays are firm at an improvement of ¼ per cent.

COTTON has been very firm again to-day as was to be expected from the strong advices from Liverpool, and sellers are asking a further advance of Re. 1 to Rs. 2 per candy. Nothing whatever has been done for export, but fair purchases have been made by the local Mills at from Rs. 201 to Rs. 203 per candy for half-pressed Wadwan according to quality. The transactions reported in New Cotton yesterday prove, as we expected to be, incorrect. The nominal rate for New Akote, February delivery is Rs. 210, pull-pressed and for New Ginned Broach Rs. 220 per candy half pressed, but as these lay down at ¼d. per lb. over Liverpool currencies, buyers are unable to operate.

LINSEED has undergone a further decline, the closing price to-day being Rs. 6-10 per cwt. sellers, and Rapeseed has also receded to Rs. 7-8. per cwt. Supplies, however, are still insignificant

WHEAT remains quite unaltered at nominal rates, so far as export qualities are concerned.

In FREIGHTS there is no change to notice; the one Canal steamer on the Liverpool berth is still engaging small parcels at £1-10 to £1-15 per ton, and by sail there is nothing doing.

PIECE GOODS are nominally firmer but there is no material increase in the oftake.

COALS still show an upward tendency in the absence of sellers to arrive. Sales are reported ex ship in harbour of a cargo of Ryhope West Hartley and a part cargo of Davison's West Hartley at Rs. 17½ per ton alongside.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks.	No. of Shares.	Nomi. Value p. sh.	Paid up.	Last Dividend.	Cash. Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	100,000	100	all	8 p. ct.	121
Bank of Bengal	40,000	500	all	6 do.	680
Bank of Bombay	20,000	500	all	12 p. ct	681½
ational Bank of India	50,000	250	all	6 do.	105 xd
ank of Madras	60,000	250	all	10 do.	665

PRESS COMANIES.

Akbar Cotton Press Co.	150	1,000	2,850	150 p.s.	1,100	
Albert Co., Kurrachee	200	1,000	1,100	180 do	915	
Albert Ginning Co	100	500	all	18 p.c.	650	
Apollo Press Co	750	2,750	2,209	32 p.s.	393	
Bollary	175	1,000	all	60	610	
Berar Ginning (New)	155	500	all	45 p.s.	395	
Indian Press Co	1,000	350	all	42 do	175	
Broach Cotton Co	400	250	all	10 do	72	
Carwar Co	1,000	1,500	all	75 do	600	
Colaba Press Co	500	1,880	all	170 do	475	
Dhollera F. and G. Co	500	500	all	15 do	350	
Dharwar Co	353	1,000	all	100 do	915	
Fort Press Co	50	8,500	8,250	50 do	1,100	
French Press Co	300	500	all	40 do	300 xd	
Imperial Press Co	1,150	—	1,400	100 do	300	
Mofussil Press and Ginning Co	3,125	400	350	40 do	295	
Prince of Wales Press Co	1,000	120	1,500	250 do	450	
Sassoon's Press Co	600	400	all	50 do	325	
Scinde Press Co	400	850	750	60 do	410	
Scinde & Punjaub Cotton Press Co., Ld	100	1,000	925	165 do	1,150	
Victoria Cotton Gin and Press Co	150	850	all	12 p.c.	600 nlj	
Volkart's United Press Co	450	1,000	1,000	75 p.s.	600	

SPINNING AND WEAVING COMPANIES.

Albert Mills	400	2,000	1,700	..	900	
Alexandra S. and W. Co.	750	1,250	all	50 p.s*	1,075	
Alfred Mills Co	250	1,000	1,000	80 p.s.	1,300	
Alliance Spinning	500	2,500	all	125 p.s.	2,300	
Anglo-Indian S. and W. Company	35,000	100	100	..	90	
Bhownuggur M. and P. Company	500	2,000	..	40 p.s.	1,500	
Bombay United	900	1,000	all	45 p.s*	1,040 xd	
Bombay Hemp and Jute Mill Company	2,000	300	all	15 p.s*	250 xd	
Broach Mills	1,800	170	all	10 p.s*	120	
Colaba S. and W. Co.	1,000	400	all	40 p.s.	790	
Coorla S. and W. Co.	1,000	1,000	all	60 p.s*	975	
Central India S. and W. Company	2,500	500	450	..	650	
Dharumsey Spinning	3,000	2,000	all	35 p.s*	925	
Fleming S. and W. Co.	1,500	1,250	all	50 p.s*	1,119	
Great Eastern	1,000	1,500	all	50 p.s*	1,150	
Hindustan S. & W. Co.	875	1,000	all	40 p.s.	1,005 xd	
Hydrabad S. and W. Co.	700	1,000	1,000	..	900	
Imperial Indlo Mills	760	1,000	all	55 p.s*	985	
Khandelah Spinning	750	1,000	all	60 p.s*	1,140	
K. Manockjee S. & W. Co.	1,000	1,000	all	30 p.s*	915	
Madras Spinning	1,000	1,000	all	..	850	
Madras U. Spinning	425	1,000	all	80 p.s*	1,100	
Manchester & Bombay S. and W. Co.	30,000	50	50	..	35	
Mandvie S. and W. Co.	1,200	500	all	..	360	
Manockjee Petit's	2,500	1,000	all	60p.s*	1 250 xd	
Morarjee Spinning	1,843	1,000	all	70 p.s*	1,020	
Massagon S. and W. Co.	2,000	5,000	..	..	270	
National S. and W. Co. of India	950	1,000	all	..	950	
Neriad S. and W. Co.	400	1,000	all	..	875	
Nicol Press Manufacturing Co., Ld	600	2,000	all	..	920	
Nursey S. and W. Co.	2,500	400	all	20 p.s*	365	
Oriental	1,000	625	all	35 p.s*	725	
Princess of Wales Spinning	600	1,250	all	..	1,200	
Sassoon S. & W. Co.	1,500	1,000	all	..	875	
Soondercbas Spinning	650	1,000	all	50 p.s.	940	
Do do, ½ Share	800	1,000	250	125 p.s.	205	
Sholapore S. and W. Co.	500	1,000	all	..	900	
Victoria Mills	550	1,000	all	..	930	

*Per Share for the half-year

LAND COMPANIES.

Colaba Land Co. (New)	2,948	2,000	all	25	800
Frere Land and Pier Co. Limited	7,500	150	all	4 p. s.	95
Mazagon Land Co.	1,750	2,000	1,000	20 p. s.	600
Fort Canning Land Company, Limited	6,000	1,400	all	0 do.	220

RAILWAY COMPANIES.

G. I. P. Railway Consolidated Stock	..	£20 21⅝	3 0	5 p. c.	281
Do. New £20 Shares	..	£20 13⅜	1 4	6 do.	25
Ditto	..	£20 6⅝	7 8	3 do.	72
Ditto	..	£20 2⅛	1 8	1 do.	32
B. B. and C. I. Ry. Co.	..	£100	1,000	do.	1,100
Do. New Shares	..	£18	19 6	5	15 do.	240

MISCELLANEOUS.

Bombay Burmah Trading Corporation	1,000	2,500	1,500	30½	p.s.	1,935
Bombay Gas Company	50,000	50	all	1½	p. ct.	65
Bombay Saw Mills Co	600	1,000	all	80	p.s.	650
Landing and Shipping Co. of Kurrachee, Ld	550	500	300	35	p. s.	220 xd
Akbar Company, Ld	1,150	200	100	7½	p. ct.	6¾
achanical Building Co	1,000	500	all		p. s.	25
rcher and Co.	1,200	250	11	11	p. ct.	330
Vegas Patent Slip Co	2,000	250	all	6	p.	80

SHIPPING INTELLIGENCE, AND LISTS OF PASSENGERS BY SEA.

THE SHIP REMINGTON, 999 tons, Captain R. MANRO, will sail to-day for Kurrachee, in ballast.

THE SHIP MORAYSHIRE, 1,428 tons, Captain James DAWSON, will sail to-day for Calcutta, in ballast.

THE S. S. HARALD HAARFAGER, 1,353 tons, Captain J. Hellberg, which sailed on the 4th instant for Calcutta, put back from Sea yesterday, on account of her shaft broken.

THE B. I. S. N. Co.'s. s. MALDA, 1,268 tons, Captain J. Lang, arrived in harbour yesterday from Coast and Calcutta, with a general cargo, and the following passengers:—Mr. McLaughlin and daughter, Lieut. Whittuck, Sergt. Roffe, Mr. and Mrs. McGrath and two children, and ninety-one deck passengers.

ARRIVALS.

Oct.	Vessels.	Commanders.	From.
9	Harald Haarfager(s)	Heltberg	Put back from Sea.
	Malda (s)	Lang	Calcutta, Sept 17.

DEPARTURES.

Oct.	Vessels.	Commanders.	Destination.
9	Akola (s)	Williams	K. Coast & Kurrachee.
	A Mackenzie	Homewood	Monlmein.

The following vessels obtained their port clearances yesterday:—Ship Morayshire, Dawson, to Calcutta, Ship Remington, Manro, to Kurrachee.

The following vessels were entered out for loading yesterday:—Steamer Oriental, to Coast and Calcutta. Steamer Calcutta, to P Gulf via Kurrachee.

DAILY IMPORTS.—OCTOBER 9.

FROM LIVERPOOL.

Macedonia—3 cases thread, Sawyer and Co; 2 hogsheads port-wine, Rogers and Co.

FROM LONDON.

Farree s—59 cases brandy, Cutler, Palmer and Co.
Gwalior s—1 casks iron wire, Esmail Essoofbhoy.
Thibet s—3 cases candles, Jewraz Kunji and Co.
Bertha s—99 quarter barrels gunpowder, Trybally Dawoodjee, Lumley Castle s—5 boxes polished plate glass, Muncherjee Dossabhoy Wadia; 16 packages medicine, Heerjee, Mooljee.

FROM BORDEAUX.

Bolavia s—25 cases brandy, Dhunjibhoy Cowasjee Comrigur.

DAILY EXPORTS.—OCTOBER 9.

FOR LIVERPOOL.

Trinacria s—38 bales wool, Nurree Khuttow; 56 bales wool, Thacursee Gopalljee; 143 bales wool, Mooljee Luckmedas; 50 bales rags, Bhimjee Canjee; 108 cwts coir yarn, Nanjee Govindjee.
China s—362 bales wool, Volkart Brothers.

FOR TRIESTE.

China s—4 bales skins, A Blascheck and Co; 300 bales cotton, Peel, Cassels and Co; 750 bales cotton, W Nicol and Co; 25 cwts horns, G Reiff-wachsi and Co.

FOR CALCUTTA.

Oriental s—118 bales cotton, Ramjeedass Lachmandass.

FOR HONGKONG.

Gwalior s—105 cwts sumadastone, Chuganlall Moolchund.

VESSELS IN BOMBAY HARBOUR.

FOR VENICE.

536 China (s), Alderton—Mails, 15th October.

FOR LONDON VIA CANAL.

130 Hercules (s), Allen—Trinity House.

FOR LIVERPOOL VIA CANAL.

1842 Trinacria (s), Hutchinson—W. and A. Graham & Co.

FOR CALCUTTA.

1359 Beaun Uamha, Thompson—Ewart Latham & Co.
1490 Desdemona, Towell—Ritchie, Steuart & Co.
1255 Emblehope (s), Stevenson.
1626 Fanny Tucker, Robertson—Farnham & Co.
1431 Garibaldi, Thacker—Farnham & Co.
1272 Grecian, Comance—Killick, Nixon & Co.
1114 Guy Mannering (s), Mann.
999 Knight Templar (s), Hend-rson.
1428 Morayshire, Dawson—W and A Graham & Co.
1287 Neruchus, Baxter—Farnham & Co.
1242 Saratora, Kendall—Farnham & Co.
2098 White Star, Funnell—Killick, Nixon & Co,

FOR COLOMBO.

1242 Cervin (s), Taylor—The Captain.

FOR KURRACHEE.

999 Remington, Munro—Killick, Nixon & Co.

FOR PENANG.

309 Marie Alfred, Leclere.

FOR JEDDAH.

1198 Lady Lyce't (s), Bratt—M. Nusserwanjee.

FOR AUSTRALIA.

1403 Tanjore (s), Fentiman—P. & O. Co.

FORPERSIAN GULF.

1061 Arago (s), Jones—H. Z. Abadeen.
548 Mula (s), Doect—Essa bin Khalifa.

FOR RANGOON.

1162 St. James, Smith.

FOR MOULMEIN.

1924 Greenock, Slater—The Captain.
1010 Mary P. Kitchen, Hughes—Owen and Okell.
1359 Niagara, Pickard—The Captain.

FOR HONGKONG.

1720 Gwalior (s), Babot—Mails, 18th Oct.

FOR FALMOUTH.

1671 Thibet (s), Torbeck—Mails, 20th Oct.
1080 Glenavon, Smith, Finlay, Scott & Co.

FOR MAURITIUS.

271 Ulysie, Plisson.

NOT FIXED.

1133 Adele Acsama, Bauceau—The Captain.
990 Border Chieftain (s), Nicol—Killick, Nixon & Co.
1249 Carnadale, McDiarmid—N. Manockjee & Co.
1257 Cæsarea, DeGruchy—Finlay, Muir & Co.
1900 Dumfriesshire, White—Sir. C. Forbes & Co.
1986 Elsham Lord.
1498 Eildenhope, Fleet.
1953 Golconda (s), Seaton—P. and O. Co.
1124 Hemewood, Purdy.
1853 Herald Haarfager (s), Heltberg.
1499 Jane Reed, Coley.
7-6 Kolna (s), Morrison.
948 Marian Moore, Spence.
692 Margaret Pugh, Jones—Owen & Okell.
785 Norwood, Harris—Finlay, Muir & Co.
1120 Orissa (s), Seaton—P. & O. Co.
1134 Prince Rupert, Wade—The Captain.
1250 P. E. Webster, Cutting—Killick, Nixon & Co.
1189 Seaforth, Woodward—The Captain.
1261 Storm King, Reed—W. & A. Graham & Co.
1583 South Carolina, Reynolds—Killick, Nixon & Co.
1358 Trentham Hall (s), Shaw—W. & A. Graham & Co.

COUNTRY TRADERS.

130 Arrow (s), A'an—Trinity House.
334 Bushire Merchant, Nacoda.
310 Fathe Sultan, Nacoda.
75 Futtay Islam, Nacoda.
618 Fathe Salem, Machan.
155 Kerata Roodin, Nacoda.
327 Prince of Wales, Nacoda.
88 Vestal, Nacoda.

ROYAL NAVY AND BOMBAY MARINE

597 Amberwich, Stiffee.
574 Abyssinia (s), 4, James—(Harbour Defences.)
107 Mycdala (s), 4.
462 Fideman, Clayton.
468 Teazer, Wodehouse.
1080 Vestal, Selby.
2503 Undaunted (s), 31, Brent—Flagship.

MILITARY INTELLIGENCE.

ARRIVALS.—OCTOBER 8.

Fuller, Col, Bombay R E, from leave, from Matheran.

DEPARTURES.—OCTOBER 8.

Franks, Major, Bombay R H A, on Medl Cert, to England.
Franklyn, Dy, Surg Genl, Bombay British Forces, on duty, to Aden.

OCTOBER 9.

Shaw, Lieut, Bombay 2-15th Regt, to rejoin, to Baroda.
Beale, Lieut, Bombay 2nd Queen's, on leave, to Poona.
Plomer, Lieut Col, Bombay 17th Regt, from leave, to Surat.
Vaughan, Lieut Col, Bombay 17th Regt, from leave, to Surat.
Wright, Lieut, Bombay R A, on leave.
Faulkner, Col, Bombay 2nd Grenadiers, on sick leave, to Matheran.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, October. 6.)

TELEGRAPH DEPARTMENT.

Mr M Fleischer, an Assistant Superintendent of the 1st Grade, is allowed furlough for two years, with effect from the forenoon of the 8th August 1877.

Mr R A W Fanshawe, an Assistant Superindent of the 1st Grade, is allowed privilege leave for three months, with effect from the forenoon of the 16th August 1877.

Mr O Chalk took charge of the duties of Travelling Inspector of Accounts of the Open Line, Holker and Neemuch State Railways, from the 1st October 1877.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, September 29.

REGIMENTAL APPOINTMENTS—OFFICERS—B. A. R.

With reference to the orders noted in the margin, the following alterations in the Bengal Army Regulations have received the sanction of Government:—

G O 3, 192 and 244 of 1877.
Mily Dept No 226 S, dated 7th Sept 1877—"Organization—Native Army."

PARA 25, and the clause added thereto by G O 79 of 1874, are cancelled, and the entire paragraph re-constructed as follows:—

"Officers serving in the native army will take rank and precedence regimentally, according to their substantial grading."

PARA 27 to be cancelled, and the following substituted:—

"Officers of native regiments nominated to any army or personal staff appointments, tenable for fixed periods, will be 'seconded' in their regiments. An officer thus seconded will continue to hold his position in the regiment, will be eligible for promotion in room of any vacancy as if he were present with it, and will revert to his regimental appointment on the expiration of his term of staff service."

PARA 28 to be cancelled and the following substituted:—

"In the native army the appointments of commandant, squadron and wing commander are only to be held, except in special cases by officers of, or above, the rank of captain. The appointments of Adjutant and quartermaster are only to be held permanently by subaltern officers, and are to be vacated on the promotion of the incumbent to the rank of captain. A subaltern thus promoted may, however, under the special sanction of the Commander-in-Chief, if there is no qualified subaltern, wing or squadron officer in the corps, be allowed to retain his appointment provisionally until a duly qualified subaltern officer is available in the regiment. The captain so displaced will revert to the duties of his appointment as wing or squadron officer.

Wing and squadron officers on promotion to the substantive rank of major will not vacate their regimental appointments. The senior wing and squadron commander will retain the title of 2nd in command."

Paras. 309A, 310 and 311Z to be cancelled.

Para 312, as revised by G. O. 329 of 1874, is re-constructed as follows:—

"Officers will take rank and precedence regimentally, according to their regimental grading; and temporary appointments in native regiments will, in the same manner, be regulated by the regimental position of officers."

Para. 314 to be cancelled.

Para. 1261 to be amended as follows:—

The words "second wing or squadron subal'ern, when held by captains," para. 310, "to be expunged; and the word "officer" substituted for "subaltern" in the 1 st line.

With the sanction of Government, Army Circular No 57, dated the 1st May 1877, is republished as applicable to India:—

Outfit Allowance.

1. A non-commissioned officer granted a commission (except as provided in para 2) will be allowed £100 in aid of his outfit.

2. A non-commissioned officer granted a commission on appointment to a horse brigade of the Royal Artillery, or to a regiment of Cavalry, will be allowed £150 in aid of his outfit. Riding-masters of Royal Artillery will only be allowed £100.

3 A schoolmaster promoted to be Sub-Inspector of Army Schools, will be allowed £100 in aid of his outfit.

4. The allowances may be issued without previous reference to the War Office, and charged in the accounts in which the first charge of the officer's pay appears, vouched by proof of payment.

5. The allowance may be issued without previous reference to the War Office, and charged in the accounts in which the first charge of the officer's pay appears, vouched by proof of payment.

6 A non-commissioned officer granted a commission as Sub-Lieutenant in a regiment of Cavalry, prior to the 1st of December 1876, or as Second Lieutenant on or after that date, will, on promotion to the rank of Lieutenant, be allowed the difference between the sum of £100 already received by him, and the sum of £150.

6 Clause 140, Army Circulars, 1872, and clause 114, Army Circulars, 1875, are hereby cancelled.

CENTRAL PROVINCES ORDERS.

(*Central Provinces' Gazette*, Oct. 6.)

Captain H A Hammond, District Superintendent of Police, having reported his return from furlough, is posted to the Nagpur District.

Mr J J Higgins, District Superintendent of Police, Nagpur, on being relieved by Captain Hammond, is transferred to the Wardha District.

Mr W Jephson, Officiating District Superintendent of Police, Wardha, on being relieved by Mr Higgins, is appointed to officiate as District Superintendent of Police, Bhandara.

Syed Hussein Ali, Officiating District Superintendent of Police, Bhandara, on being relieved by Mr Jephson, will revert to his appointment of Extra-Assistant Commissioner.

For Sale at this Office.

MAPS OF THE SEAT OF WAR.

No. I.

COLOURED MAP OF TURKEY IN EUROPE WITH BESSARABIA.

Size 20½ by 13¾ inch.

PRICE—MOUNTED ON CLOTH, RUPEE 1-6, WITH ROLLERS, Re. 1-8.

No. II.

MAP OF TURKEY IN ASIA.

Size 23¾ by 16 inch.

PRICE—To Subscribers to this Journal...Rs. 0 4
To Non-Subscribers 1 0
Mounted on Cloth ..... 8 As. extra.
,, ,, with Rollers.10 ,,

Subscribers are entitled to have one Copy only of this Map at 4 annas.

*** It will prevent possible mistakes, if, in ordering one or other of our War Maps, the order specifies them as No. I. or No. II.

CALENDAR FOR OCT. 1877.

PHASES OF THE MOON.

First Quarter ..... 16th, 6h. 33·5 a. m.
Full Moon ..... 23rd, 0h. 22·0 p. m.
Last Quarter ..... 29th, 7h. 12·3 p. m.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
Oct.		H. M.	H. M.	H. M.	H. M.
Wed. 10	English Mail expected during the night.	5 54	5 40	1 14 m 0 57 a	7 12 m 7 19 a
Th. 11	.....	5 54	5 39	1 57 m 1 39 a	7 52 m 8 0 a
Fri. 12	.....	5 55	5 38	2 45 m 2 19 a	8 39 m 8 43 a
Sat. 13	.....	5 55	5 38	3 38 m 2 55 a	9 33 m 9 38 a
Sun. 14	Twentieth Sunday after Trinity	5 55	5 37	4 42 m 3 56 a 5 55 m 5 36 a	10 42 m 10 30 a 0 14 a 11 44 a
Mon. 15	.....	5 56	5 36	7 5 m 7 23 a	1 49 a ...
Tues. 16	.....	5 56	5 35		

The Bombay Gazette

WEDNESDAY, OCTOBER 10, 1877.

THE Bombay Town Council yesterday had under consideration once more the proposal of the Tramway Company to make a new line from Dhobie Talao along the Girgaum Road as far as the Fortuguese Church. Much difference of opinion exists as to the desirability of allowing this extension of the tramway system to be made, and on a division it was found that five members of the Council were in favour of the proposal and five against it; whereupon the Chairman gave his casting vote with the Noes. Of course, we shall now hear a good deal of tall talk about the insolence of the purse-proud Councillors, who, having carriages of their own, wish to keep the roads for the use of themselves and their friends, instead of consulting the public convenience; for the managers of the Tramway Company, being very shrewd Yankees, have identified their own cause with that of "the people," and are perpetually assuring us that anybody who does not travel in a tram car is a malignant aristocrat, the wheels of whose carriage ought to be forthwith broken in pieces. And, to do them justice, they do break them with a vengeance. As a matter of fact, however, the tramway is rather a convenience to the middle class of clerks, shop-keepers, and petty traders, than to the mass of the poor inhabitants of Bombay. When Mr. Kittredge says that his tramway carries 4½ millions of passengers in a year, that looks as if the whole population travelled in the cars, till one takes the trouble to divide this number by the number of days in a year, when it appears that the cars are used by 13,000 passengers a day; and, as a large proportion of these passengers make double journeys, we may put down the number of individuals whom the tramway serves as not exceeding 10,000 a day. This is a considerable traffic, no doubt, but it is not large enough to justify Mr. Kittredge in sneering at the remaining 640,000 inhabitants of Bombay as prejudiced opponents of his enlightened project for improving locomotion in this old-world city. We fully appreciate the advantages of the tramway, and are glad that it has succeeded in Bombay; but it is a necessary evil at the best, and in the crowded and narrow streets of the native town it is an unmitigated nuisance, not only to people who have carriages of their own, but to all pedestrians and occupants of hired vehicles and to the residents of the houses in the streets through which it passes. It must be remembered that most of these streets have no footpaths, and that the tram cars jostle the ordinary traffic on either side up against the very walls of the houses and the shop doors, to the great annoyance and inconvenience of persons wishing to transact business. Mr. Kittredge has the hardihood to quote Abdool Rehmon Street as an example of the good the tramway has done; but what do the residents in that street, what do any of the foot passengers through it, think of the boon he has conferred upon them? The application for the extension of the system along the Girgaum Road would, however, probably have been sanctioned, if the majority of the Town Council had not been of opinion that the interests of the town required them to make a protest against the grasping policy of the Tramway Company, which is evidently making enormous profits, and yet never thinks of offering to increase the paltry rent of Rs. 17,000 a year it is bound by law to pay to the Municipality for the privilege of doing what it likes with some of the finest roads in the island. Taking Mr. Kittredge's figures, which give 4½ millions as the number of passengers, we see that the Company must be in receipt of a very large income, and there is a general feeling that it does not on its own part take care to reduce to a minimum the annoyances of the tramway to the public, while it encroaches for stables or sidings on all the best bits of open ground along the lines of road, and will soon have acquired a vested right of property in land which should be of great public value. The Council thought, therefore, that a refusal to sanction further extensions might be efficacious in bringing the Tramway Company to terms, and forcing them to show a little more consideration for the public. By a curious anomaly—one out of many—in the existing Municipal Act, the whole supervision of the tramways and right of sanctioning extensions rest with the Municipal Commissioner, and Mr. Grant was not bound to bring this question before the Town Council at all. He, however, distrusted his own judgment in the matter, and elected to be guided by the advice of the Town Council; and it would be a good thing if in the new Municipal Bill the transfer of power thus initiated by him were formally sanctioned.

In one way or another, a good deal was said about the new Municipal Bill at yesterday's meeting of the Town Council. It seems strange that the members of the Council have not yet received copies of the Bill, as they are certainly the most competent persons in all Bombay to criticize its provisions, but we believe the delay in this respect has not been intentional, and is due to the fact that the Council was in a state of suspended animation when the Bill was first printed. We are glad to learn that the Select Committee of the Legislative Council has already struck out of the Bill the objectionable provisions about making the Municipal Commissioner a member of the Town Council and Corporation to which we drew attention the other day; but we also hear, to our surprise, that the definition of the term ratepayer has been altered so as to exclude persons holding power of attorney from a trading firm. This definition was enlarged for the express purpose of bringing on the electoral list a number of Englishmen who are now disqualified, and we think it will be generally admitted that the Municipal constituency would be strengthened by a larger infusion of European blood, as it may be presumed that every respectable Englishman in Bombay is qualified to take a share in the representative government of this city. It may be objected that the new qualification of payment of wheel-tax will bring in all Europeans; and certainly this qualification is low enough to do away with the old definition of respectability—"a man who keeps a horse and gig"—for it will include bullock-hackery drivers. But there are many respectable Europeans living in the Fort who keep no conveyance, and it is hard that on this account they should be deprived of votes. This is one of a multitude of questions which will be hotly discussed when the Legislative Council begins to hold its meetings in Bombay.

WE have been favoured by the commander of one of the mail steamers frequenting this port, who has had considerable experience in the transport of both Indian pilgrims and Chinese coolies, with some suggestions for the better regulation of the pilgrim traffic from the port of Bombay which appear to us to deserve the attentive consideration of the Government. Our correspondent says:—No extra fees need be levied on these sufficiently looted people, and no new law is required; but it is necessary that the present law and Police regulations should be put in force, in order to assist the captain of a pilgrim ship in carrying out the law, which he is unable by himself to do, and also to protect him and the native passengers from the rapacity of the native brokers and boatmen. I will explain as concisely as possible what I mean, take things as they are, and suggest a remedy. The captain of the chartered ship is held liable under the law to severe penalties if he permits to be carried, &c., &c., any person in excess of the number for which his ship has been certificated. On the morning fixed for embarkation his ship is taken by storm, being surrounded on both sides by boats laden with pilgrims, who, aided by the boatmen, swarm on board over the forecastle, and through every available port and the stern windows. The shouting and swearing of the boatmen are distracting, and serve to cover a good deal of robbery of baggage. I have tried to keep order by stationing my miserable lascars round the ship, but they were quite helpless against the brawny true believers from the country; I have tried myself with the ship's officers to make them come up the ladders, that tickets might be seen and men counted; but nothing short of actual knocking down would have kept these people in order. Had I had recourse to this way of reasoning with them, and in endeavouring to carry out the law (*vide* the Passenger Act) knocked a man overboard into the water, I suppose I should have been arrested and brought up for trial at the next Criminal Sessions. There can be no doubt that at present the departure of a pilgrim ship from Bombay presents a scene of lawless ruffianism.

Our correspondent then states his remedy:—I would, he says, simply suggest that, instead of insulting ships' captains by the laws passed against them, proceedings should be instituted here in Bombay similar to those in everyday practice at any English or Colonial Emigration Port. I speak principally of the United Kingdom and the Australian Colonies. The Water Police in those ports see that order is kept, that boats are only allowed alongside by permission of the commanding officer of the ship,—and then only at the gangway ladder, where a policeman also is stationed,—that no stranger passes in without permission, and that loafers and thieves who pretend to be friends of passengers are kept out of the ship. Boatmen are compelled to deliver up baggage on payment of fare. All strange boats are kept carefully clear of the ship, and boats disobeying orders of the Water Police are prosecuted by the Police themselves—whereas here the only remedy for disobedience is to try physical force yourself, or stop your ship and fight the boatman before a magistrate, who fines him on conviction Rs. 2, while you, by detaining your ship, are put to an expense of Rs. 1,000. It has been laid down to me here in Bombay that the duty of the Police is not to keep order, but to allow you to have your row first, and then, when one or the other side is sufficiently wounded, the beaten man gives his adversary in charge to the guardian of order. This is what I was gravely told by a Government official, on the question of interference by the Police being raised.

By the adoption of measures similar to these, our correspondent maintains that the law against overcrowding could be carried out and passengers strictly counted and vouched for. I believe, he goes on to say, that the Customs' officers deputed to do this duty do their best to do it truthfully. One great evil in this trade should be met by the authorities, and it is this: no means are at present provided to issue food to the native passengers, and they are also allowed, partly as a consequence of having no food found for them, to retain their baggage on deck. Hence, in case of bad weather or rain, the food they carry with them is damaged by salt or rain water and sickness results from eating it uncooked, while sometimes the passengers lose all their supplies and are left to starve. Another bad effect of this practice is that, unless the captain is unusually rigorous, the piles of baggage on deck prevent any attempt at cleanliness or even any sweeping; and 20 lascars against 1,300 pilgrims are scarcely a match. I am not advocating an impossible theory. In the emigration between Chinese ports and Singapore, for instance, large rice boilers are erected in quite safe positions, and the charterer is bound to furnish a head man—and, say, one assistant to every 100 men—to cook and issue the rice cooked and certain other rations every day, including water, the serving out of which is done by a system of bamboo tickets. I have tried a similar plan in Bombay ships, with some success. With Chinese emigrants, all heavy baggage and food being put below, there is necessarily more room and ventilation, and the ship is easily cleaned; and there is nothing like the disease and mortality found in the Indian passenger ships to Red Sea ports. I speak from experience, having had to deal with both cases. The rice boiler plan has also this advantage, that the fire is under superintendence and is put out every evening at 6 o'clock. The Indian passengers will insist on trying a little charc

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

(*By Indian Telegraph.*)

THROUGH BOOKING ON THE E. I. RAILWAY.

SIMLA, Oct. 9.

The discontinuance of through booking, advertised by the East Indian Railway to take place on the 20th inst. will not be carried out.

(*By Red Sea Cable.*)

THE WAR IN ARMENIA.

LONDON, Oct. 8.

Ahmed Mukhtar Pasha telegraphs to-day, that the "Russians have evacuated their positions parallel to ours and are falling back in the direction of the Arpa Chai.

"The Russian loss during the last three days is 15,000 men, the Turks have lost 2,500 men."

THE WAR IN BULGARIA.

A Russian official despatch states that all is quiet at present in Bulgaria. Rainy and snowy weather prevails, notwithstanding which the Sappers continue to carry on the erection of siege works before Plevna.

THE ATTITUDE OF SERVIA.

CONSTANTINOPLE, Oct. 7.

The Servian Diplomatic Agent here has renewed his assurance of the pacific intentions of Servia.

MANIFESTO BY M. GAMBETTA.

PARIS, Oct. 7.

A manifesto has been issued by M. Gambetta in which he says he is confident that, at the approaching [illegible]ance will pronounce in favour of the [illegible]olicy and condemn the [illegible]hal Macmahon, thus [illegible]f submitting or resigning.

THE CESAREWITCH.

LONDON, Oct. 9.

The following is the result of the race for the Cesarewitch which was run to-day:—

Hilarious	1
Macaroon	2
Relphoke	3

Twenty-five horses ran.

THE WAR IN BULGARIA.

Stormy weather has rendered the bridges across the Danube at Sistova and Nicopolis impassable for vehicles during the last two days.

FRANCE.

PARIS, Oct. 9.

Repressive measures by the French Ministry are increasing. M. Gambetta is to be again prosecuted, and the London papers are being detained until they have been examined.

LONDON, Oct. 8, After.

The Liverpool Cotton Market closed strong. Surats strong.

The London Cotton Market has been firm in tone but higher prices asked seriously checks business.

3 per cents. Consols for account..... 95⅞

6 per cent. French Rente, 1872 105

Bar Silver..... 55⅜

About £100,000 have been withdrawn from the Bank of England, destination unknown.

Arrivals.—Thomastna and Macleilan.

TELEGRAPHIC LINE REPORTS.

Latest Messages received up to 8 p.m. yesterday:—

	Greenwich Time.	Average Time in Transit.
FROM UNITED KINGDOM—	H. M.	H. M.
Via Teheran (perfect) ..	9h—11-55 a.m.	2 28
„ Turkey (do.) ..	nil.	nil.
„ Suez (do.) ..	9h— 2-40 p.m.	1 17
FROM CONTINENT OF EUROPE—		
Via Teheran (perfect) ..	nil.	nil.
„ Turkey (do.) ..	nil.	nil.
„ Suez (do.) ..	8h— 8-35 p.m.	nil.
FROM AMERICA—		
Via Teheran (perfect) ..	nil.	nil.
„ Turkey (do.) ..	nil.	nil.
„ Suez (do.) ..	nil.	nil.
FROM CHINA—		
Via Amoor (perfect)..	nil.	nil.
„ Singapore (do.)..	9h—4-35 p.m.	3 54
FROM AUSTRALIA—		
Via Singapore (perfect)..	9h—4-6 p.m.	12 57

INDIAN BRANCH.

	Max. Hrs.	Max. Hrs.	Min. Hrs.	Min. Hrs.
From Calcutta....	1	48	0	3
„ Galle	7	10	1	6
„ Kurrachee ..	1	45	0	1
„ Madras	0	59	0	9

STEAMER REPORTS.

GALLE, 9TH OCT., 7-26 A. M.

Mail Steamer Bokhara, from Calcutta, arrived.

WEATHER REPORTS.—OCT. 9.

(Madras Time.)

CANNANORE, 5-20 P.M.—Weather fine, wind W., ther. max. 84, min. 79, W. B. 73, bar 29-90. Fall of rain 1 inch.

CALICUT, 5 P.M.—Weather showery, wind S. W. 5, ther. 82, bar. 30-8. Fall of rain, 96 cents.

MANGALORE, 4-45 P.M.—Weather fine, wind S., S. E., E. S. W. Fall of rain 36 cents.

TUTICORIN, 4-5 P.M.—Weather fair, wind S., ther. 88, bar. 29-96.

VIZAGAPATAM, 5 P.M.—Weather clear, wind S. E. light, ther. 86. Fall of rain 47 cents.

RATES OF EXCHANGE ON LONDON.

	Per Rs.
Bank Bills, on demand .....Rs. 9 5-16d.	
Do. at 6 months' sight..Rs. 9⅜	„
Credits, „ 3 „ „ ...Rs. 9 11-16d.	„
Documentary, „ 3 „ „ ...Rs. 9 ¾d.	„

FALL OF RAIN IN BOMBAY.

	Colaba. In. cts.	Fort. In. cts.	Byculla. In. cts.
Tuesday, Oct. 9, up to 6, a.m.....	1 39	00 00	0 00
Previously registered.....	69 16	57 66	69 97
Total up to date.....	69 48	57 66	69 97
Total for the year 1876..	50 3	53 78	58 63

STATEMENT of rainfall at Tulsi up to 6th Oct. 1877 :—

	In. cts.
Municipal Bungalow gauge	80 72
Valley gauge	54 66
Office gauge	46 13

INTELLIGENCE from Quetta, dated the 8th inst., states that everything is going on there as usual quietly and satisfactorily. A kafilla of forty-four camels passed through Quetta a day or two ago *en route* to Kurrachee, and a great deal of traffic continually passes through the Bolan Pass.

THE intimation we have received by telegram that the management of the E. I. Railway Company has abandoned its intention of refusing to book traffic further than Jubbulpore because the G. I. P. Railway Company have been unpunctual in returning E. I. Railway waggons will cause no one any surprise. If the G. I. P. Company were unable to send back waggons quick enough to suit the convenience of the E. I. Railway gentlemen, it was because the famine policy of the Government of India left them helpless in the matter of punctuality, and the Government of India could not stand quietly by and see the E. I. Railway determined to injure the through traffic between the N. W. Provinces and Bombay without using its influence to prevent the carrying out of any such schemes of retaliation. It is probable, however, that even if no pressure had been brought to bear by Government upon the E. I. Railway management, the latter would have been left without a pretext for enforcing their intimation, because the resetion of traffic from the Madras districts and the consequent flow of grain northwards is causing waggons to leave this side of India fast enough.

THE new famine policy—employing native doctors—is likely to have a fair trial, and we trust that the result will not be very disastrous. We are informed that the Deputy Surgeons-General of the Indian Medical Department are registering the names of native doctors and compounders, with a view to their employment should their services be required.

THE young gentleman who sulked in his regiment, and refused to obey the Adjutant's instructions, and who was ca shiered for his childishness, has evidently repented at leisure, for we are glad to see it stated that on the recommendation of His Excellency the Commander-in-Chief, the Queen has been pleased to remit the sentence of cashiering recently passed on Sub-Lieutenant C. A. Fraser, late 54th Foot, and to permit him to resign the service. Sir Frederick Haines has done well and kindly in exercising himself to give the youngster another chance in life.

THE Viceroy's visit to Rajpootana is likely to be made very quietly, and the various Chiefs have been asked to assemble at the least possible expense to their respective States. Of course such a request will have no practical effect, as each Chief will think it a point of honour that he should, if possible, appear in greater grandeur than his neighbours.

THE Secretary of the Bombay Tract and Book Society has sent us a copy of the "Annotated New Testament in Marathi" just published by the Society. The work is edited by Baba Padamjee, and extends from Matthew to John. We hope it may be the means of doing good among the class for whom the Tract Society has taken the trouble to prepare it.

THE Calcutta *Statesman* has taken up the case of the Calcutta banker Janokey Nath Roy, who was recently convicted of perjury, and argues that he was wrongfully convicted. The editor allowed the person who wrote the articles in favour of the convict to state that he was formely Janokey's tutor and knew therefore what a really good young man he was. The *Leader* has a vigorous attack on the *Statesman*, in the course of which it contends that the evidence tendered at the trial clearly convicted the *Statesman's* "former pupil" of the crime for which he was punished. In the course of its remarks on the case the *Leader* says:—"Stories were rife during the trial and preparatory proceedings, of money being lavishly squandered to obstruct or divert the path of justice. However that be, it is certain that a considerable sum was offered to the editor of one of the daily Calcutta papers to induce him to darken counsel by words without knowledge. The offer, we need hardly add, was scornfully rejected, and an adverse article appeared on the following morning. Do overtures of this kind argue innocence? Is is not almost an aggravation of the prisoner's offence that his kith and kin should be going about the town seeking to blacken the character of a just and upright Judge, and to shake the foundations of the popular confidence in the purity of British justice? It is, therefore, doubly painful to see a journal possessing a tolerable circulation, and perhaps some little influence, and conducted upon the whole with considerable intelligence—however deficient in knowledge and judgment—lending itself to the diffusion of palpable misstatements and vouching for facts which never happened."

THE peculiar disappearance of the Krishna Lighthouse with a number of natives who were in it was a mysterious event at the time. It is explained now, however, by the statement that the shoal on which the Lighthouse stood had sunk, and people are now wondering why the gradual sinking of the shoal was not discovered in time to save at least the lives of the unfortunate men who were cooped up in the lighthouse without even a boat to help them in their emergency.

DR. WALKER as Inspector-General of civil hospitals and dispensaries in the North-West notices in his report for 1876 a letter from Dr. Mair of Bijnor, describing an atrocity. It is the custom of the Jats of the district to get rid of their girls by "gradual and systematic starvation." Many of the children are brought to the hospital by the police, but 47 died during the year, being brought too late.

WE are glad to notice that Venkat Row, a Revenue Inspector of over twenty years' service, and Hanumuntha Row, his son, have been sentenced by Mr. Oldham, the Magistrate of Adoni, the former to one year's rigorous imprisonment and a fine of one thousand rupees, and the latter to three months' rigorous imprisonment, for systematically robbing for some months, poor famine coolies in the village relief camp, of which Venkat Row was Superintendent. We are afraid there must have been a number of Venkat Rows in Madras, who were not found out.

HIS GRACE the DUKE OF BUCKINGHAM and CHANDOS, G. C. S. I., accompanied by General Kennedy, Captain Hankin, Captain Alymer, and Dr. Marjoribanks, left Madras on Friday evening for Negapatam by the s. s. Asia. His Grace was expected to return to Madras on Monday last.

SIR WILLIAM ROBINSON, K. C. S. I., is very seriously indisposed. Sir William is one of the members of the shelved Council.

SOME of our readers may remember the disagreements that occurred in the 43d Regiment at Bellary—disagreements which ultimately compelled the Commander-in-Chief to interfere to preserve the peace among the officers. It now appears that the rumour that Colonel Smith would not return to the 43rd is correct. Lieut. Sawyer, too, is not likely to come back, especially as Lieut. Talbot has already been confirmed in his appointment of Adjutant of the corps. Lieut. Talbot's appointment is said to have given general satisfaction.

A SAD accident occurred to the Telegraph Office compound at Lahore the other day. A married signaller had a fight that he would leap over a high wall, and in endeavouring to do so, he fell back and injured his spine, from the effects of which he subsequently died.

THERE is evidently some unpleasantness on foot regarding the management of the Bangalore Bank, and we observe that unpleasant things are being said in the Madras and Bangalore papers about some of the directors. A statement of the Bank's account has been published, which shows that the large loan account represented the sum of Rs. 2,57,919, and overdue promissory notes Rs. 1,41,026, while other promissory notes represented Rs. 5,04,214. It is with reference to the manner in which these loans were granted—namely, promissory notes permitted to remain overdue after frequent renewal and promissory notes cashed regardless of the position of the parties interested to take them up on due date—that the present quarrel with the shareholders has taken place.

THE Bengal immigrants in Burmah try every dodge to make their way back to their native country. Attempts to escape by the mail steamers leaving for Calcutta have been always a failure with them, and so we hear many of them have now adopted an alternative course of following the telegraph line and thus crossing over to Arakan, thence to Chittagong, and finally to Calcutta.

THE *Statesman* learns that the Government have declined to sanction any bonuses to the officers and men of the Schooner Dolphin, for services rendered by them in the construction of the Oyster Reef Light-house. These men are considered by the Government to have done their duty and nothing more, at, it must be said, the risk of their lives.

ANOTHER newspaper is to be published at Simla. It is to be called *The Indian Empire*, rather a high sounding title.

THE Huggri Bridge on the Bellary Branch of the Madras Railway was recently tested by Major C. J. Smith, Deputy Consulting Engineer for Railways, and Mr. Robinson, the Company's Chief Engineer. The result of their experiments, the *Madras Times* learns, was satisfactory, and it is believed that the bridge will almost immediately be publicly declared open for all descriptions of traffic without any restriction whatever.

ACCORDING to Mr. Wingate's statement regarding Famine Relief Operations in the Province of Mysore, for the week ending the 29th September, prospects continue favourable. During the week there have been frequent and heavy showers, the rain-fall averaging throughout the Province from 2 to 3½ inches, and therefore generally heavier than in the previous week. The tanks have in most places received a good supply, and in many there has not been so much water for several years. The harvesting of the early crops continues, the crops still in the ground are promising, and agricultural operations for late sowings active. The imports of grain by rail amounted to 4,764 tons, 534 tons more than for the week ending the 22nd instant. The markets are fully supplied. Prices are again a little easier, the tendency to a slight fall having continued in most districts. In Bangalore there has been a material fall in rice and ragi in both the maximum and minimum scales, ragi now (Sept. 29) selling at 14 and rice at 12 lbs. per rupee. Rice is cheapest in Bangalore, Kolar and Chitaldroog and ragi in Kolar, Chitaldroog and Tumkur. Local stores of ragi have been produced for sale in several districts. The number of labourers on civil relief works was 31,038, or 242 less than in the previous week. Under the Public Works Department 27,855 labourers were employed, or an increase of 2,384. The increase was chiefly in Bangalore, whilst Kolar, Tumkur, Hassan and Kadur show a decrease. Labourers continue to leave the works for field occupation, and officers report that in parts where prospects are most encouraging, people neither seek the works nor relief camps. The State Railway is the only very large work in progress, and more than 7,000 are now working upon it. The Bangalore and Mysore water supply projects occupy 3,000 between them: the other works are chiefly roads and tanks, some of which have only been recently commenced. The numbers gratuitously fed in relief camps have again fallen and now amount to 126 204, or about the number returned for the week ending 7th July. The net decrease amounts to 35,688, and is due to the same causes which operated in the previous week—namely, improved prospects, resumption of ordinary occupations, and stricter supervision of the camps. It is most marked in the districts most benefited. More than 12 000 people are being employed near Bangalore, and as more work becomes available, further transfers from the relief camps can be made. The condition of the people on the works continues a marked contrast to their appearance in the relief camps. The orders to refuse no applicant continue in force. In a postscript, dated Bangalore, Oct. 6, Mr. Wingate reports:—"Weather continues showery. Prospects encouraging."

FIELD MARSHAL THE DUKE OF CAMBRIDGE has been appointed Honorary Colonel of the 10th Bengal Lancers.

THE *Bangalore Spectator* is inclined to be severe upon the local police, who altogether are about the best-abused people in the country. The *Spectator* says:—"A report reaches us from Cleveland Town, which, though of a 'jokative' nature, is, we believe, perfectly true. It is to the effect that the 'respectable inhabitants' of Cleveland Town contemplate petitioning the Chief Commissioner, that, whereas before the erection of a police station in their midst, crime was at a minimum, since the police established themselves in that locality, thefts, burglaries, &c., have alarmingly increased; the said respectable inhabitants therefore having arrived at the perfectly logical conclusion that the presence of the police is an incentive to crime, pray that the Chief Commissioner will be graciously pleased to recal the police, and raze the Tannah to the ground. We cannot promise the petitioners that their prayer will be complied with, but we may remark that those who are acquainted with the 'Bangalore babbies' will by no means consider the petition of the Clevelandites a stupid and outrageous one. We are firmly of opinion that Bangalore could get on just as well, if not better, *without* a police force as *with* one." Bad as the Bangalore police may be, we are afraid that the inhabitants of that interesting country would at the present moment soon discover the mistake if the guardians of the public were all discharged. We suspect we should soon miss the *Bangalore Spectator* from the list of Indian newspapers.

THE *Army and Navy Gazette* says:—"In one of its valuable criticisms on the subject of the war at present raging in Bulgaria, the *Times* has during the week drawn attention to a remarkable tactical fact to which previously no due prominence had been given. The article to which we refer pointed out that in the present contest, although attacks have frequently been made and positions often stormed, very slight advantage has ever been gained by the victorious party. It would seem that the sacrifices and losses of men required to carry positions by assault under the fire of the breech loader are so heavy that the successful assailant is too severely shaken to pursue his defeated opponent and to grasp the just results of his victory. This is certainly a fact as far as the present war is concerned; at least it is an assured fact that when positions such as the Russian entrenchments on the Lom or the Ottoman works at Lovatz have been carried, for days afterwards a pause has occurred in the operations. The successful assailants have stood still, to take breath and to recover their strength, exhausted by the exertions required for their success. The cause of this is supposed to be that troops, unless very carefully drilled and thoroughly exercised, are unable to make those wide and turning movements which are requisite in order to close upon an enemy's position without losing many men. Inexperienced battalions trust to a front attack, and endeavour to replace skill with courage. The consequence is that they suffer very severely, and when they have achieved the immediate object of the assault they are unable to take full advantage of their success. Their ranks are too much thinned and their nerves too much shaken for an immediate and rapid pursuit, and consequently the victory itself deprives them of the opportunity of profiting by it, for the secret of ultimate success in war does not depend upon carrying a position or winning a battle. The result of the campaign is decided by the amount of result which can be obtained in destroying and pressing the broken enemy. It was the pursuit that made the earlier battles of the first Napoleon so decisive of the destinies of armies, States, and kingdoms; and the utter destruction of the first Empire was due much more to the guns of Blucher playing on the flanks of the French columns in retreat from Waterloo than to the final charge of the British line up the slope to La Belle Alliance."

A LONDON paper publishes the following account of a recent disgraceful scene in a Ritualistic Church in Hamphire:—

"A Church of England Protestant' writes to a Hampshire newspaper discribing a disgraceful row that lately took place between himself and a local ritualistic curate. The C. of E. P. strolled into the ritualistic church a few minutes before the service began, and perring about for high church symbols, his eye fell upon a couple of candles burning in jewelled candlesticks. He forthwith laid hold of what he calls 'the hardware goods,' and hid them in a pew in the middle of the church. When the curate came out of the vestry and looked at the altar he stared with astonishment. At length the Protestant practical joker was pointed out to him, and the following conversation took place:—*Curate*: 'What have you done with the candlesticks?' *Answer*: 'There they are.' *Curate*: 'Then give them up, sir.' *Answer*: 'I shall not.' *Curate*: 'You won't?' *Answer*: 'No!' *Curate*: 'I will have you removed.' *Answer*: 'Do so.' At this stage of the proceedings the curate sought the assistance of the choir, but without avail. He then prostrated himself before the empty table, crossing himself more than once, and, in the words of the correspondent, 'manœuvring in some odd way with his hands and arms.' As this manœuvring did not please the C. of E. P., he hissed the celebrant, who, rising and bowing to the altar, came towards his enemy. *Curate*: 'Will you leave the church?' *Answer*: 'No, I shant.' *Curate*: 'You won't?' *Answer*: 'No.' *Curate*: 'Then I shall send for a policeman.' *Answer*: 'Do so; the sooner you do it the better.' Soon after this the policeman arrived, and scandalised the C. of E. P. by keeping on his helmet in church. *Policeman*: 'Come out of that. What have you done with them candlesticks as you took from the altar?' *Curate*: 'There they are on the floor, the proper place for them. And you be advised, don't interfere with me. This is my parish church and pew, and I dare either you or the churchwardens to remove me.' *Curate* (interposing): 'You are breaking the law, sir.' *Answer*: 'Not at all, you are breaking it. You are both breaking the law and breaking your oath.' *Curate* (angrily): 'I represent the Vicar, and give you in charge.' *Answer*: 'You represent the Pope. That's who you represent. You did just now on the altar steps when I hissed you.' This was rather a poser for the curate, and he made no answer. The policeman, however, stepped up to the C. of E. P., wishing, as is the way with policemen, to charge somebody. But just as the officer of the law was about to remove the candle-remover some one from the other end of the church called out, 'Don't you touch him,' and the policeman took the proffered advice. The curate, finding the congregation were not with him, said, 'Do you intend to interrupt the service if I proceed?' *Answer*: 'I interrupt the service? Certainly not if you keep within bounds.' It may be assumed that the curate did keep within bounds, for there was an end of the row, —and not a bit too soon, either."

KHELAT AFFAIRS.

THE following items of news regarding Khelat affairs are from a native, but reliable, source of information:—

"The Khan, the chiefs and the people, are all now thoroughly convinced that British occupation may be considered as a *fait accompli*, and that the British Government have no intention of withdrawing the force located there under the designation of the 'Resident's Escort.' Indeed there is a strong rumour current, that that force is to be considerably reinforced during the present cold season.

"Many messengers and confidential agents from Cabul to the Khan and chiefs have been to and fro; and it is very generally known that the Ameer strongly advises the forcible expulsion of the British garrison, and offers to aid in effecting that object; that he has warned the Khan and chiefs that British occupation means eventual absorption into the British Empire; and that he presses the temptation of a Russian league, which will have for its eventual object the plunder of the rich plains and towns of India and the recovery of Khelat's former possessions in the plains of Seind, exclusive of other probable conquests.

"The Khan and chiefs admit that they have been duped and outmatched by Major Sandeman and the British Government; and that the continued occupation of Khelat is a breach of faith which is hateful to them—but urge, in reply, that they cannot commit themselves to any overt act until the advent of Cabul troops, as single-handed they are quite unable to expel the British garrison. They are, however, willing to welcome the Afghan army as soon as it comes, but they distrust the Afghans.

"The last story is, that the Ameer's reply commends their cautious wisdom, counsels the Khan and chiefs to heartily unite in effecting the desired object when the time for action comes, and meanwhile to settle their mutual dissensions and suspicions by solemn oaths on the Koran—and promises a further and more conclusive answer on the departure of the Turkish Envoy and the completion of certain negociations with the Russian Envoys at Cabul.

"The Ameer expects some kind of material help from the Russian Governor in Turkistan.

"The Beloch tribes are very generally incensed and alarmed at the continued occupation of Khelat; and they aver that they will unite and resist and destroy the British troops, if the latter are not withdrawn very soon."—*Civil and Military Gazette.*

ASSAULT BY A BENGAL OFFICER.—Just as we go to press we hear of a cruel assault upon a peon who was on duty at the special Deputy Collector's office last night. The assailant is a Bengal officer who is just now staying with Mr. Kisch, and the assault was one, which, from what we hear, cannot be too strongly condemned.—*Bellary Spectator.*

SOUTH INDIAN RAILWAY.—The train which left last Friday morning at 7-30 had only one first and second class composite and a few third class carriages, but the remainder, about a dozen, were "covered goods" converted for the latter vehicles are for the conveyance of goods only, the passengers that travelled no doubt had to stand throughout their journey, and to their no small discomfort, besides being almost shut up and suffocated. This want in the Company's rolling stock has been caused by the unavoidable detention of several of their carriages beyond the breaks at Pelaver and Panaar owing to the floods. It remains to be seen what arrangements the traffic authorities will make to meet this temporary difficulty in their passenger traffic.

BOMBAY TOWN COUNCIL.

THE weekly meeting of the Bombay Town Council was held yesterday afternoon in the Municipal Building. Mr. J. M. Maclean presided, and there were also present Sir Frank Souter, C.S.I., Mr. Mathew, Dr. Blaney, Mr. Kirkham, the Hon. Mahomed Ali Rogay, Mr. Nanabhoy Byramjee Jeejeebhoy, Mr. Rugoonath Narayen Khote, Mr. Shantaram Narayen, and Mr. Nowrojee Furdoonjee.

A FILTHY WELL.

A memorandum was submitted from the Municipal Commissioner, forwarding a report from the Health Officer on the filthy state of the well in rear of the Girgaum Police Court, and recommending that the well be immediately filled up. Dr. Weir's report stated that the well had been used for several years past merely as a receptacle for scraps and refuse from the cook-house attached to the building. What water there was in it was very filthy, and a strong and objectionable effluvia was emitted from it. The sanction asked for was given.

THE QUESTION OF THE TRAMWAY EXTENSION.

The Council next proceeded to the consideration of the petition from the residents of Girgaum, Grant Road, Gowallia Tank, &c., praying that the Tramway Company may be permitted to extend their line along the Girgaum Road.

The following Minute on this subject had been sent by Mr. Kittredge, Managing Director of the Tramway Company:—

MINUTE ON THE PETITION AGAINST THE TRAMWAY IN GIRGAUM ROAD.

To understand fully the weight of the objections brought against the extension of the tramway along the Girgaum Road, it is necessary to call attention to what the tramway has done and is doing, as it is only with this knowledge that one will be enabled to judge whether the advantages furnished by the tramway outweigh certain inconveniences which necessarily accompany it.

We began working the tramway in May 1874, but did very little the first three months; from 1st September 1874 to 1st September 1877 we carried the following number of passengers:—

1st Sept. 1874 to 1st Sept. 1875.....	1,652,331		
„ 1875 „ 1876.....	3,118,472		
„ 1876 „ 1877.....	4,685,626		

The total number of passengers has amounted to 9,718,408—in round numbers ten millions. The yearly increase in numbers shows that the more the tramway becomes known and is extended, the more it is patronised, and that every extension makes it a benefit to largely increased number of the inhabitants of Bombay.

All the objections brought against the proposed line in Girgaum Road hold good against some or all the existing lines, and I cannot but think that the objections to the proposed line in Girgaum, when they learn the very large number accommodated by the tramway, will urge its development rather than oppose it, unless they would wish to withdraw it from the districts already accommodated by it.

The districts of Dhobie Talao and Girgaum, through which the proposed line will pass, contain about 60,000 inhabitants, among whom are, according to the last Census, about one-fourth of all the clerks in the city, the class to which perhaps the tramway is the greatest boon; there is also in close proximity the district of Khetwady, also largely inhabited by clerks. The petitioners state that the people in these districts are accommodated by the tramway in Kalbadevie Road this is true of the small portion near the Money School (where perhaps the petitioners live), but it is not true of the mass of the people who live west of Girgaum Road and north of Colebhai Road; for the Tramway in Calbadevie Road is too far distant to be of any use to them. It is, I believe, now universally acknowledged that the tramway is a very great convenience to a large portion of the inhabitants of the district through which it passes, and there is no part of Bombay where it will accommodate a comparatively greater number than in this Girgaum district.

The great objection to the tramway, that it interferes with private vehicles (which though not mentioned in the petition under consideration generally lies at the bottom of all opposition to the tramway), seems to me to have no weight as regards this extension, for the proximity of the Queen's Road, which runs parallel to Girgaum Road and very near it removes all cause of objection on this score; indeed there is no road in Bombay to which, as it seems to me, so little opposition to the tramway ought to be made by the owners of private vehicles. A cursory inspection of the traffic will show that the road is used by few private carriages and by almost no bullock-carts, but that it is filled with foot passengers and public vehicles, of which we are confident that it would be much relieved by the tramway.

Objection is made to the extension on account of the narrowness of the road and the consequent danger of accidents, particularly to children. But Girgaum Road is wider than Abdool Raymon Street, and less crowded with children, and yet we have been running in the latter streets 8½ years, and have made there 255,000 trips, and yet have met with but two accidents, and in neither of these was any blame whatever attributed to the tramway. Experience has proved that it is not in the narrow street that accidents are most likely to occur, for of the nine accidents which have happened since the tramway began working, seven were in the widest roads. There can be no means of conveyance without some risk accompanying it, but the risk is reduced to a minimum by the tramway, for we have been working three years and three months, have made 255,000 trips, have 1,200,000 miles, and have carried ten million passengers, and yet there have been only nine accidents; and in no one of these did any blame whatever attach to the Company's servants. The fact is that the tramway car, furnished with a brake, is much more under control than a private vehicle, and it is only in the case of the grossest carelessness that an accident can occur.

Another objection brought forward in the petition is that the tramway will interfere with funeral parties and processions. This objection, if real, seems to me to be very much outweighed by the convenience the tramway will afford: but it is, I think, much exaggerated in the minds of the petitioners. We may certainly set aside from the burial parties of the Mahomedans, Hindoos, and Portuguese (mentioned in the petition), for their processions do not pass along, but only cross the Girgaum Road: further, we have never had a complaint from any of the many funeral processions of these classes which have passed along the streets in which the tramway is now laid.

With regard to Parsee funeral benches and processions, the tramway being laid in the middle of the road, would both affect the public for the former; whilst in the case of a procession it is only when meeting or being overtaken by a car (which would generally happen once only in its whole route) that the procession would need to narrow itself in order to pass the car. This it would be obliged to do on meeting any vehicle. It seems to me unreasonable to ask that a populous district should be deprived of the advantages afforded by the tramway on account of the possibility of this slight inconvenience on occasions of funeral processions. The funeral processions, usually pass early in the morning before the tramway cars would run; and further, the Queen's Road is open to such processions up to 6 p. m. in the afternoon.

When I saw the objection on account of the places for religious worship mentioned in the petition, I would call attention to the many churches and temples of all sects and creeds—Christian, Hindoo, Mahomedan, Parsee, and Jewish—on our present lines, to which the tramway is by no means an inconvenience, as it is the means of conveying large numbers to and from all these places of worship. Indeed we are frequently requested to run special cars to carry such worshippers, and often do so as early as 5 o'clock a.m. to convey the Hindoos, both men and women, to the temples in Kalbadevie Road.

I need hardly remind you that no tramway line will pay unless it is used by a very large number of passengers, and that we should not have asked to be allowed to lay the line in the Girgaum Road unless we were satisfied that it would prove a great public convenience, for otherwise it could not be remunerative. Judging from the number and class of people who live on and near the Girgaum Road, and also from our experience in other parts, we do not carry a million of passengers on the proposed line in one year; even if a smaller number were to be carried the objections brought forward seem of slight moment compared with the advantages afforded by the tramway.

It is a principle that "the greatest good to the greatest number," and on this the decision rests, according to the Act, with the Municipal Commissioner, subject to the confirmation of Government.

GEO. A. KITTREDGE,
Managing Director,
Bombay Tramway Company, Ld.

Bombay, September 25, 1877.

Mr. Rugoonath Khote said he thought this was a question, according to the Act, which should be decided by the Municipal Commissioner, who had referred it to the Council, apparently merely as a matter of courtesy.

Mr. Mathewsaid this was a matter of considerable public importance, and he thought it was right that the Council should have the control of it.

Sir Frank Souter said that when his question was before the Council some time ago (on which occasion a resolution was passed antagonistic to the prayer of the petition) he was strongly disposed to consider that the extension of the tramway along those the Girgaum Road would be a very great public advantage, and he had since then taken considerable trouble to ascertain the views of men who were competent to give opinions on the point. The result was that he had now no hesitation in saying that it would be a very great public advantage. It might be an annoyance to a few, but he thought that the Town Council, representing the interests of the public generally, should look to the advantage of the multitude. He begged to move—"That in the opinion of the Town Council the construction of the tramway along the Girgaum Road from Dhobie Talao to the Portuguese Church would be a great public advantage, and that the Municipal Commissioner be requested to take the steps necessary to enable the Tramway Company to commence the work with as little delay as possible."

Mr. Nanabhoy Byramjee Jeejeebhoy seconded the motion. He said:—Sir,—When the Tramway Company some time ago asked for permission to construct their line along the Girgaum Road, it appeared then that the project was not favourably looked on by those for whose convenience it was intended. A petition was addressed to the Municipal Commissioner urging various grounds against the introduction into that locality. I was indeed to support that petition as I thought that the reasons urged were weighty, that the petition presented the views of the inhabitants of the greater portion of that locality, and that even if traction were a great boon to the inhabitants of those places, we should oppose its extensions wherever the inhabitants as a body were opposed to it. The Municipal Commissioner also inclined to the views of the petitioners, and the Company's application was, under the circumstances, refused. From what I hear, the petition was mostly signed by the people residing on that portion of Girgaum Road near the Kalbadevie Road say from about 600 yards or so, from the old Sailors' Home to the entrance of the Agiary Lane, and if so then indeed perhaps the more easily to take a favourable view of the opposition as no public representation of any kind was made to this Council at the time in favour of the extension; but now that a far stronger representation has been made by people of respectability representing all classes living on and about the whole of the Girgaum Road from Dhobie Talao to the Portuguese church and beyond that point, praying for the construction of the tramway on the former road, and as the soundness of the reasons set forth in that representation has been greatly increased by Mr. Kittredge's valuable minute which contains statistics hitherto unknown and worthy of notice, I do not hesitate to acknowledge that my views have changed, and I think it is due to the public that both sides of this important question should be maturely considered. It now appears to me that the inconveniences pointed out by the former petition are much outbalanced by the advantages which would be derived by the various classes of the population inhabiting the Girgaum, Grant road, Girgaum Back road, Gowallia Tank and other districts adjoining these, who have their places of business in the Fort and elsewhere and who, in going to and from, are subjected to a deal of inconvenience in having to walk to the tramway laid on the Kalbadevie road. Considering, therefore, all the circumstances of the case, I think that the introduction of the tramway on the Girgaum Road would be a boon to the poor inhabitants, whose means, especially in these hard times, compel them to seek the cheapest mode of locomotion possible, and I am inclined to the opinion that by sanctioning its construction we shall be conferring a boon on them by placing, so to speak, almost within reach of their doors, a comfortable and very cheap conveyance which will take them to and from their respective places of business, and thus obviate the inconvenience they are at present exposed to. Of course I am aware that tramways are and always will be considered a nuisance and a source of annoyance by the will-to-do classes who have carriages of their own, but when, as it is shown by Mr. Kittredge this difficulty can easily be met by the utilization of the Queen's Road, one of the most beautiful drives in our city, they ought not to mind a slight inconvenience to themselves when an immense convenience is gained for the poor. One of the chief points brought forward in the petitions against the tramway was, that it would inconvenience funeral processions passing along the Girgaum Road; but with all deference to the soundness of that objection I think it could be easily met, if a stringent rule were enforced by the Tramway Co., that when ever a corpse happens to be carried passed a car, the driver of the car should exercise more than usual control over his horses and vehicle, and be cautious in no way to hurt the feelings of any one, but on the other hand to afford every facility and accommodation to the procession. I think that if this be done the difficulty alluded to will be entirely overcome. Gentlemen, I have therefore come to the conclusion that the construction of the tramway on the Girgaum Road will be beneficial to the general public, and on this ground I shall have great pleasure in seconding Sir Frank's proposition.

Mr. Kirham asked if the Girgaum Road was at all points wide enough to allow of a carriage passing on either side of the tramway.

Sir Frank Souter said he did not think any part of the Girgaum Road was so narrow as Abdool Raymon Street.

The Municipal Commissioner said that of course the conditions mentioned by Mr. Kirkham was a *sine qua non* to the construction of a tramway in any public thoroughfare.

The Chairman said that an invidious character had been given to the discussion by the suggestion that it was a question between the people who own carriages and those who have none. That argument was naturally put forward by Mr. Kittredge, who said that the tramway served the interest of everybody in the island, except those who own carriages. But the fact was that the tramways were a nuisance not only to the people who had carriages, but also to the shopkeepers and others living in the streets through which they passed. If Mr. Kittredge had given any statistics to show that the tramway in Abdool Raymon Street had increased the trade of that street, raised the value of property, or been beneficial generally to the residents, there would be something in his argument, but so far as his (the Chairman's) recollection went the Council had at one time received a petition from a large number of the inhabitants of that street, stating that the tramway was a great nuisance and interfered greatly with their business. This view was also taken by Mr. Kittredge, but he believed it was taken by the general public. There was no doubt that the running of tramways through the principal streets did great injury to the general traffic and the business of the people living in those localities. The question was were they to give up all the principal streets of the island to the tramways, which cut off a good portion of the revenue the Municipality derived from the tax on hack vehicles. The Tramway Company, according to Mr. Kittredge's own showing, carried 4½ million passengers in the year 1876-77, and they paid to the Municipality only Rs. 17,000 a year, which he considered was a very small sum indeed to pay for the privilege of cutting up the roads of the town in the way they did. The Council ought to look very jealously on any proposal the Tramway Company made for extending their lines. They should not forget that a there was already a tramway down Kalbadevie, and also the B. B. & C. I. Railroad, with stations at frequent intervals on the other side, and it appeared to him that all the wants of the neighbourhood might very well be met by the existing means of conveyance. There was also an opposition on reasonable grounds—and a very influential and strong opposition—to the proposal and, he thought they should hesitate to sanction the making of a tramway along this Girgaum Road.

Mr. Shantaram Narayen said the tramways were a nuisance, not only to the owners of carriages, but to pedestrians, bullock-dgarry men, and, in fact, everybody who had occasion to use the roads through which they ran. He had himself seen Abdool Raymon Street quite blocked up, and he did not think the Council ought to subject the Girgaum Road to the same condition of things. He thought it would be a very bad use to put the road to. They must not forget the havoc the introduction of the tramway into this street would make in the Municipal revenue by diminishing the receipts from the wheel-tax.

Mr. Nowrojee Furdoonjee asked what the loss of wheel-tax hitherto amounted to.

The Chairman said that since the introduction of the tramways into Bombay, there had been a falling off of 69 buggies and 50 hackeries, representing about Rs. 5,000 a year.

The Commissioner said he looked at the matter as a question of what the general public really wanted.

Sir Frank Souter, in reply to the Chairman, said that

was met with Mr. Margary in Man-yun states on the 26th February, 1875 :—

I was sent from the fifth guard-house to see what was going on in Man-yun. We arrived on the 19th of February, at the Tsaral Tsawbwa's house. We slept there, and the next day we went to Man-yun. On the 21st of February, the Chinese officers killed Mr. Margary, and five Chinese.

A Burmese* belonging the King's cotton agency, states :—

On the 21st of February I saw Mr. Margary in Man-yun. I saw him several times. He was going about the town, sometimes accompanied by Chinese, and sometimes alone. Two officials, Lyo Teheng Teheng and Shoon Teheng Teheng, came down from Man-yun. On the evening of the 21st February I heard that Mr. Margary and his men had all been killed. Mr. Margary was said to have been asked to go and see some hot springs, and when he got on his pony they knocked him off and killed him. His men were killed in the Kyoung, in which they were staying. This was done not by any local Shans or Chinese, but by order of the men from Monyeng.

A letter from Burmese officials (Customs officer, seller of the Royal cotton, and others), states :—

On the 20th of February, 1875, the Englishmen in Margary arrived at Man-yun, and on the 21st of February, 1875, the Chinese killed him as also three Canton Chinamen, and two others, altogether six of them.

Colonel Browne on rising on the morning of the 22nd of February found a continuous line of armed Chinese defiling along a ridge on his right towards the rear of his camping ground, where on a hill covered with jungle, a strong force had established itself. It soon became apparent that except on the steep to his left, by which it was impossible to attack him, he had enemies on all sides, and while in doubt as to what could have provoked their hostileaction, the Chief whom Colonel Browne had left at Tsaurai on the previous day, came up the steep on his left with the news that Mr. Margary and all the Chinese with him had been murdered in the previous evening at Man-yun, that a force of 4,000 men had been assembled by Chinese officials at Momein to annihilate the mission, and that the men then approaching were but part of an advance guard of 800 men. He had endeavoured, he said, to reach the mission earlier to give the alarm, but had been detained and deprived of his pony. He had, however, escaped and had come on on foot. While he was speaking, the Chinese, creeping up through the jungle in the rear, began to fire on the mission, and the Chief disappeared.

Some of the bolder Chinese advanced through a gap in the hills in rear of their position, into the open ground waving guns and trident spears. They shouted out in Chinese, that they were commanded by Shoon-goon, the nephew of the great Li, and called on the Burmese escort to retire and leave the "Kalas" to their fate.

The Sikh guard opening fire upon these Chinese soon drove them back with some loss. The Burmese also kept up a fire, but they were badly armed and did no execution. It is noteworthy that the Chinese throughout never fired at the Burmese, and that even when retreating before the fire of the Sikhs, they continued as before to shout their advice to the Burmese to keep away from the foreigners.

After their first repulse by the Sikhs, the Chinese did not venture out of the jungle where they continued firing at long range until the afternoon. Colonel Browne succeeded in getting the jungle set on fire by by somefriendly savages whom he bribed, and the Chinese in rear of the position rushed back to gain the ridge along which they had originally come down.

The Chinese had left some dead on the field, and the head of one of the latter was cut off by a hill-man, who brought it to Colonel Browne, observing that he might thereby be satisfied that his assailants had been Chinese, and not men of the hill tribes.

Letter from Burmese officials at Manyun (Customs officer, seller of the Royal cotton, and others) to the Bhamo Tsoare-taw-gyee (intercepted by Colonel Browne) :—

"The officials sent by the Won of Monyeng—viz., Bhwa Teheng Teheng, Shoon Teheng Teheng, and Tyo Teheng Tsheng, have told us to write to you urgently, to say that, on the 23rd of February, 1875, you must not remain with the English Koolas, whom you are escorting; you must either leave them and return, or you must stay in some place a mile or two miles from them. If you do not do so, and if, in consequence thereof, any of your men are wounded and killed, you must not blame the Chinese. As they told us, so we write. The attack will be made at night on the 23rd of February, 1875. Above 3,000 and about 4,000 men are collecting and surrounding you. We think it will be wise for you to retreat."

Statement of a Burmese scout who was sent with Mr. Margary to Manyun :—

"The Chinese officers said to Goa Hpo-moong and Goa Oon, 'you must send some one to tell the Burmans to separate from the Koolas,' and Goa Hpo-moong and Goa Oon accordingly gave me and Gua Lwon a letter to give to the Tsare-dawgyee. We left Manyun on the 23rd of February. At Tsarai we met Yoon-tsun-lweng, and Toon Tseng Tseng, and the latter asked me if I would tell the Burmans to separate from the Koolas. I said I would. Some Kakhyengs of Tsarai and the Chinamen wanted to kill me, because they said I had come from Manyun, but Toon Teheng Teheng ordered me to go at once and tell the Burmans to separate from the Koolas, so I ran away.

"On the road I met the Chinese officer Shouk Goon, who said he was coming back from the fight between the Kakhyengs and Chinese and the English. I ran away, and came up with the Burmese forces at Theinle."

Statement of a Burman lately resident at Manyun, dated Bhamo, March 1st, 1875 :—

On the 16th of February, I think it was, that I first heard rumours of Chinamen being collected to go on the hills. Two officials Syo Teheng Teheng and Shoon Teheng Teheng, came down from Monyeng. It was said that they had a force of between 3,000 and 4,000 men were not allowed inside the town, but we heard the noise made by them outside the town at night.

* * * * *

We Burmans were concealed by people of the place. On the 23rd of February, one of the Chinese officers said, "These Burmans have joined the English, and have cut off the head of one of our officers. Many Chinamen and Kakhyengs have been killed by them, and they danced in front of the English when they opposed us. They ought to be killed."

* The same Burmese previously alluded to in paragraph 1.

COPPER-PLATE PRINTING,
ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order at moderate prices.

Specimens may be seen at the "BOMBAY GAZETTE" Office.

pected that Margary would come on in front.

Margary reached Manyun. He left the day before Li's men went to stop Colonel Browne, and passing by them unhappily fell in with the robbers. These are robbers by profession, and are not to be confounded with the body which hindered Colonel Browne with the sole intention of stopping him, not of hurting or plundering him.

It was after crossing the Ho-ang River, 15 li from Man-yun, that Margary encountered the robbers, who, in accordance with their usual practice, demanded black-mail. They are a mixture of wild men, Chinese renegades, and Chinese captured when young, but include no Mohammedans amongst them. Margary refused their demand and shot one of them, thinking to disperse them, whereupon they surrounded him: he dismounted to engage them, and was murdered, with four men who accompanied him. Margary was killed with their swords; they had no fire arms. Another Chinese who was with Margary had remained at the temple (Mien Yo Sao), whence Margary had just set out to attend to the baggage; immediately after the massacre the robbers hurried to the temple, but the man escaped.

Now who was the originator of the opposition to Colonel Browne's party? On this point several of the local gentry in command of the Teng-yueh train bands were questioned, not indeed judicially as criminals, but privately lectured and examined.

Strangely enough we discovered that the originator of the whole affair was the person mentioned in Sir T. Wades' despatch, namely, Li Chen-kuo.

We had previously heard that Li Chen-kuo was suspected, but were unwilling to believe that a person of his condition could be implicated. Further inquiry left no doubt as to his culpability. That he refuses to confess is not surprising; nor in view of the gravity of his crime can we proceed to torture, as he might afterwards retract, and assert that an admission was wrung from him by pain.

Such is his obstinacy that three months' examination has only elicited from him three words: "I know nothing" ("wo chih tao"). doubtless in the hope that if he does not confess he cannot be punished. Nevertheless he cannot escape justice, the evidence against him is overwhelming—the proofs a certainty.

Colonel Browne on the 22nd of February, about midday, when at the foot of the Panshi hills, was met by a band composed of wild men, M a h o m m e d a n s, — a remnant of a band once commanded by a son of Li Kwo-lun, and Shan people, all sent by Li Chen-kuo. There were also with them a number of Li Chen-kuo's personal retainers, as well as some of the robbers who had killed Margary. Li Chen-kuo's sole object was to stop Colonel Browne and Margary together. Li Chen-kuo was not concerned in Margary's murder. Li Chen-kuo was not present at the stopping ("lantai") of Colonel Browne; for Nge-yu-ko (Elliss) saw him at Mengmao on the 18th of February. The band did not fire a single shot. Colonel Browne seeing that he was beset, opened fire and wounded a few of them, and paid the head-man of his coolies to go round and fire the jungle. Li Chen-kuo's band got frightened and disappeared; Colonel Browne returned to Burma.

Great stress is laid on the evidence (?) adduced in support of the above statement on the fact that officials and people at Teng Yuih-ting were unaware that foreigners were coming. Wo-chi-liang, in his evidence, however, says that, December 21st, 1874, he was instructed that three British Envoys were coming through Burma from India to Yunnan. How, then, could he be aware of their arrival? In addition to which, Sir T. Wade's despatch to the Prince of Kung, of the 20th of August, 1875, distinctly states, on the authority of the letter received from the late Mr. Margary, that Chen Futai crossed himself from seeing Mr. Margary on his way through to Burma, but said that he should be happy to see him when he came back.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.
HEAD OFFICE:
PARIS.
SUBSCRIBED and PAID-UP CAPITAL £3,200,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS
THE BANK OF ENGLAND,
THE UNION BANK OF LONDON,
AND
MESSRS. C. J. HAMBRO AND SON.

CURRENT DEPOSITS.
INTEREST is allowed at TWO PER CENT. per annum on the minimum monthly balances.
Terms for Deposits at 7 and 14 days' notice and at 3, 6, and 12 months certain may be obtained on application to the Bank.
All Remittances should be made payable to the Comptoir d'Escompte de Paris.
A. RENAUD, Manager.
14, Rampart Row, W.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL ..... Dollars 5,000,000
RESERVE FUND ..... " 650,000
LONDON BANKERS
THE LONDON AND COUNTY BANK.

CURRENT DEPOSIT ACCOUNTS opened and INTEREST allowed. FIXED DEPOSITS received on the following terms, viz. :—
Subject to 12 months' notice of withdrawal Interest at 5 per cent. per annum.
Do. 6 do. do. at 4 do.
For shorter periods special arrangements can be made on terms to be ascertained on application. All letters to be addressed and Remittances made payable to the Hongkong and Shanghai Banking Corporation.
G. E. NOBLE, Agent.
Elphinstone Circle.

NOTICES.

THE INDIAN RAILWAY
TRAVELLERS' GUIDE
FOR AUGUST.

In presenting the August number of the INDIAN RAILWAY TRAVELLERS' GUIDE to the public, the Publisher would call attention to the careful revision which it has undergone. A considerable amount of information has been added, and the whole work has been brought down to date. Special attention is requested to the Tables of Through Rates and Distances from Bombay and to the Through Trains Tables. The whole of the matter contained in this month's issue has been completely reset in newer and better type, and the revision of the matter has been effected by a gentleman who has had special opportunities of acquiring information, and has himself travelled over the greater part of India.

Bombay Gazette Office, August 1877.

OPINIONS OF THE PRESS.
(*Madras Athenæum.*)

The issue of this Guide for the current month is as complete and well got up as the previous numbers. It contains information of inestimable value to travellers by railway—and, indeed, to all travellers in India. The well executed coloured map of India is a very useful addition to the Guide. The completeness and variety of the contents of this publication reflect the greatest credit on those who had the arduous duty of collecting so much correct information. The Guide is printed and published at the *Bombay Gazette* Office.

PRIZE MEDAL INTERNATIONAL EXHIBITION LNODON, 1874.

ROWLAND AND Co.,
SADDLERY AND HARNESS ESTABLISHMENT,
25, MEADOW STREET, FORT,
Opposite the Oriental Bank,
BOMBAY.

ALL DESCRIPTIONS of SADDLERY, HARNESS, MILITARY and POLICE ACCOUTREMENTS, Double and Single Leather Machine Bands, Fire Engine Hose and Buckets, &c., EXECUTED by Li Chen kuo's sole object was to stop Colonel Browne and Margary together. Li Chen-kuo was not concerned in Margary's murder. Li Chen-kuo was not present at the stopping ("lantai") of Colonel Browne; for Nge-yu-ko (Elliss) saw him at Mengmao on the 18th of February. The band did not fire a single shot. Colonel Browne seeing that he was beset, opened fire and wounded a few of them, and paid the head-man of his coolies to go round and fire the jungle. Li Chen-kuo's band got frightened and disappeared; Colonel Browne returned to Burma.

Great stress is laid on the evidence (?) adduced in support of the above statement on the fact that officials and people at Teng Yuih-ting were unaware that foreigners were coming. Wo-chi-liang, in his evidence, however, says that, December 21st, 1874, he was instructed that three British Envoys were coming through Burma from India to Yunnan. How, then, could he be aware of their arrival? In addition to which, Sir T. Wade's despatch to the Prince of Kung, of the 20th of August, 1875, distinctly states, on the authority of the letter received from the late Mr. Margary, that Chen Futai crossed himself from seeing Mr. Margary on his way through to Burma, but said that he should be happy to see him when he came back.

UNITED SERVICE REFRESHMENT AND BILLIARD ROOMS,
No. 9, HUMMUM STREET.
THE PROPRIETOR of the abovenamed Establishment begs to notify that the same is from THIS DAY OPEN.
It is entirely under European Management, and the Culinary Department is under the supervision of an experienced European Cook.
The SPIRITS and WINES are of the best brands, and are guaranteed to be of the best quality.
The ROOMS have been fitted with entirely new furniture and are lofty and well situated.
The BILLIARD TABLE is by a first class London Maker.
TIFFINS, DINNERS, and BREAKFASTS at a moment's notice.
BOARDERS and LODGERS received on favourable terms. will The Proprietor hopes that residents as well as travellers tees give his Establishment their kind support, and he guarantees that nothing on his part will be wanting to satisfy all tomers.
F. BALLIG, Proprietor.
Bombay, 23rd July 1877.

RANEEGUNGE POTTERY.
FIRE BRICK AND GLAZED PIPE WORKS.

PRICE LIST.

		Rs. a. p.	
4" Stoneware Pipe	at	0 3 0	per Foot.
6" Ditto do.	"	0 8 0	"
9" " "	"	0 12 0	"
12" " "	"	1 4 0	"
15" " "	"	1 12 0	"
18" " "	"	2 12 0	"
21" " "	"	4 0 0	"
4" Bend Pipes	"	1 4 0	each.
6" " "	"	1 8 0	"
9" " "	"	2 4 0	"
12" " "	"	3 0 0	"
12" by 12", 12" by 9", 12" by 6", 12" by 4" Stoneware Junction Pipes	"	2 8 0	per Foot.
9" by 9", 9" by 6", 9" by 4" Stoneware Junction Pipes	"	1 8 0	"
6" by 6", 6" by 4" Stoneware Junction Pipes	"	1 0 0	"
4" by 4" Stoneware Junction Pipes	"	0 12 0	"
12" by 12", 12" by 9", 12" by 6" 12" by 4" Stoneware double Junctions	"	3 12 0	"
9" by 9", 9" by 6", 9" by 4" Stoneware double Junctions	"	2 4 0	"
6" by 6", 6" by 4" Stoneware double Junctions	"	1 8 0	"
4" by 4" Stoneware double Junctions	"	1 2 0	"
Stoneware Syphons	"	3 0 0	each.
" with bottoms	"	4 0 0	"
" Gully Traps	"	4 0 0	"
Roofing Tiles	"	12 0 0	per 100.
Staffordshire pattern Roofing Tiles blue, buff, Red	"	15 0 0	per 100 Sft.
	"	0 6 0	to 0 10 0 per
Tresselated Paving Tiles		Square foot according to pattern.	
Glazed Stoneware Lions head Spouts	"	3 0 0	each.
Glazed Stoneware Lac Cylinders.	"	3 0 0	"
Glazed Stoneware Lac Cylinders with Cork stoppers	"	4 0 0	"
Fire Bricks	"	9 0 0	per 100.
Fire clay	"	35 0 0	" ton.
Stoneware Ir vert Blocks	"	1 8 0	each.
Gutter Bricks	"	2 0 9	"
Commode pans and Latrine pans	"	2 0 0	"
Urinals	"	2 8 0	"
Wash Basins	"	1 8 0	"
Sorahis	"	1 8 0	"
Spittoons	"	1 8 0	"
Telegraph Square Tubes glazed	"	0 8 0	"
Terous Tubes or cells	"	0 8 0	"
Battery Jars	"	0 6 0	"
Flower pots (small) with Stand.	"	5 0 0	"
" (large) "	"	15 0 0	"
Jugs	"	1 0 0	"
Ridge Tiles	"	1 0 0	"
Fire Blocks and plain Bricks to special order	"	2 0 0	per cubic ft

BURN & Co.
Raneegunge Pottery Works, Raneegunge, 10th Dec. 1876.

RANEEGUNGE FIRE BRICKS
As supplied to Government and the various Railways, Iron Works, and Coal, Gas, and Steam Navigation Companies.

Extracts from Official Report of trials made at H. M.'s Mint, see pages 18, 19, and 20, part I, vol. 8, of Records of the Geological Survey of India, 1875.

First Experiment in September, 1874, by Theodore W. H. Hughes, Esq., F. G. S., A. R. S. M., Officiating Deputy Superintendent, Geological Survey, India. "The Fire Bricks tested by me were furnished by the Firm of Messrs Burn and Co. *** The materials from which they are made are very refractory and capable of resisting high temperature, without sensibly fusing. *** That compared with Stourbridge Fire Bricks, they are somewhat superior."

The specimens were subjected to a temperature of over 3,000° Fht., the smelting point of Cast Iron being 2,786° Fht.

Second Experiment in January, 1875, by H. B. Medlicott, Esq., M. A., F. G. S., Officiating Superintendent, Geological Survey, India: "Several of them stood the test perfectly, showing no sign of cracking, or of vitrification. These latter trials were made in the presence of Mr. Whitelaw, Manager of the Bengal Iron Company's Proposed work, and others who agreed in the favourable estimate formed of the quality of these bricks."

All the bricks now made by us are of the improved manufacture, favourably reported on by Mr. Medlicott, and we are supplying them to the Bengal Iron Company and elsewhere.

On 23rd February, 1875, D. W. Campbell, Esq., Locomotive Superintendent, East Indian Railway, writes: "I have had the Fire Bricks and Fire Clay tried here, they are both very good. I will send you a requisition as soon as present stock is exhausted.

On 2nd March, 1875, J. Blackburn, Esq., Engineer and Manager of the Oriental Gas Company, writes: "The Gas retorts made for the Company by your Firm, two years ago, have since been kept in constant use at a temperature of about 2,060° Fht., and they have been found fully as durable and effective as those of the best English manufacture."

Price of bricks, 9 Rs. per 100; special quotations given for over 25,000 bricks.

Apply for the above, and for salt-glazed, stone-ware, imperishable Drainage Pipes, to

BURN & Co.,
7, Hastings' Street, Calcutta,
or Raneegunge, E. I. Ry. Bengal.

HOTELS.

THE CHOWK HOTEL, MATHERAN.
THE above HOTEL is now OPENED.
JEEWANJEE & Co.
Matheran, 22nd September 1877.

WINES, SPIRITS, BEER, &c.

FOR SALE, at the Godown of the Undersigned, A. DREHER'S VIENNA BEER, a fresh supply monthly.
Per case of 4 dozen quarts ..... at Rs. 6 4 per dozen.
do. of 6 dozen pints ..... " 5 14 do.
BELL, BRANDENBURG & Co.

WM. WATSON & Co.,
24, Apollo Street, Bombay.

MAX GREGER'S HUNGARIAN WINES.

Carlowitz, Red	per dos. Rs.	23 0
Ofner, Red and White	"	24 8
Erlau	"	17 0
Sparkling White	"	36 0
OEDENBURG, White	"	24 8
RUSTER DRY "	"	36 0
CROWN WHITE TOKAY, 1834 Vintage	"	78 0
SACCONE'S SHERRY.—In Casks, and Bottle.	Octaves,	Quarter
NORWAY BEER	Rs. 6-6 qts.,	Rs. 4 2 pts.

PRICE LIST of WINES, &c., FOR SALE at the Godowns of the Undersigned :—

CLARETS :—FROM H. AND C. BALARESQUE, BORDEAUX—
Chateau Leoville ..... Rs. 24 per Doz. Qts.
Chateau Lafitte ..... " 28 "
HOCKS :—FROM G. M. PABST MANN SON, MAYENCE,
Laubenheimer ..... Rs. 16 per doz. Qts.
Liebfraumilch ..... " 22 "
Steinwein ..... " 22 "
Hochheimer ..... " 24 "
Rudesheimer ..... " 26 "
Marcobrunner ..... " 30 "
Queen Victoria Berg ..... " 36 "
CHAMPAGNE :—
Real Ruginne Clicquot ..... Rs. 40 per dos. Qts.
Do. do. " 22-8 " Pts.
Theoph. Roderer & Co.'s celebrated Carte Blanche ..... " 40 "
SHERRY :—
London Club ..... Rs. 20 per dos. Qts.
PORT :—
Very fine Old ..... Rs. 24 per dos. Qts.
BEER :—
Flower and Sons' Pale Ale ..... Rs. 4-8 per dos. Qts.
BRANDY :—
P. Denis Gabriel Gadrad & Co.'s celebrated Cognac * Stars ..... Rs. 22 per dos. Qts.
Do. do. ** Stars ..... " 25 "
Do. do. *** Stars ..... " 29 "
Fromy and Roge's well known Cognac, *** Stars ..... " 30 "
ASPARAGUS :—
Best German ..... Rs. 25 per dos. Tins.
Outstation Orders must be accompanied by a remittance or reference for payment in Bombay.
VOLKART BROTHERS.
Bombay, Rampart Row, Fort.

LIST OF WINES FOR SALE at the Godowns of the Undersigned :—

BORDEAUX.

St. Estéphe	Rs. 11	per dos. Qts.
Margaux	" 15	do.
Médoc Pauillac	" 22	do.
Chateau Le Roo	" 28½	do.
Cantemerle	" 31	do.

WHITE BORDEAUX.

Grave	Rs. 15	per dos. Qts.
Do. No. 1	" 19	do.
Do. Superior	" 21½	do.

HOCKS.

Laubenheim	Rs. 16	per dos. Qts.
Getzenheim	" 19	do.
Scharlachberg	" 28	do.
Liebfraumilch	" 32	do.
Rauenthal	" 34½	do.
Gusenheim Rothenberg	" 40	do.
Rudesheimberg	" 41	do.
Marcobrunner	" 44	do.
Hockheim Dorn Dechaney	" 45	do.
Steinberg	" 46	do.

BRANDIES.

Cognac	Rs. 31	per dos. Qts.
Do. Vieux	" 33	do.
Do. Fine Champagne	" 38½	do.

VERMOUTH.

Premiere qualite	Rs. 14½	per dos. Qts.
Do. do.	" 8	do. Pts.

CHAMPAGNE,

H. Piper & Co.	Rs. 45	per dos. Qts.
LeForestier	" 41½	do.

GEORGE LOCKHART & Co.,
SOLE AGENTS FOR
H. PIPER & CO. of REIMS
and A. LAPORTERIE of BORDEAUX.

NOTICES.

SEWING COTTON.
Trade-Mark—A Goat's Head.
BROOK'S
Patent Glacé and Six-Cord Soft Cottons for Hand and Machine sewing may be obtained through all respectable merchants.
EXHIBITION PRIZES.

The Only Prize Medal	London, 1851.
The Only First Class Prize Medal	Paris, 1855.
Prize Medal	London, 1862.
Gold Medal	Paris, 1867.
The only Diploma of Honour	Vienna, 1873.
Medal and Award	Philadelphia, 1876.

CAUTION—The genuine article has the name "Brooks" on each ticket.
J. BROOK & BROS.,
MELTHAM MILLS.

PERRY DAVIS' VEGETABLE PAINKILLER.
Perry Davis & Son, Manufacturers and Proprietors, Providence, Rhode Island, U. S. A.
UNSURPASSED AS A FAMILY MEDICINE AFTER FORTY YEARS' TRIAL.
IT is a purely and carefully prepared VEGETABLE COMPOUND.
And a complete mitigator of Pain. A capital antidote for SCORPION STINGS and SNAKE BITES.
AS an application for BRUISES, BURNS, NEURALGIA and RHEUMATISM it has no equal.
AS A REMEDY FOR DIARRHŒA, DYSENTERY, CHOLERA,
Or, any sort of Bowel Complaint it stands alone for efficiency and rapidity of action.
Full Directions accompany each bottle.
Retailed by Chemists all over the World.
Beware of Imitations exposed for sale in the Indian Bazars.
GENERAL AGENT at BOMBAY
ESUFALLY HIPTULLA,
No. 39, Pir Market, near Jumma Musjid.

NOW READY.
THE
INDIAN TRAVELLERS GUIDE
FOR
OCTOBER 1877.
PRICE—EIGHT ANNAS,
With a New Coloured Map.
CONTAINING, besides the other usual information, the latest alterations in the Time Tables of the B. B. & C. I. R., G. I. P., East Indian, Sind Punjab and Delhi, Nizam State, and the several other lines of Railway.
The GUIDE, having a large circulation amongst Travellers, by Rail and otherwise, is a most effective medium for Advertisements.
CONTENTS.
Map of India.
Table of Through Routes (and Fares) from Bombay to places in India and abroad.
Index to Railway Stations.
Index to Places by Steamer and Dak.
Introduction.
Through Passenger Service between G. I. P. and East Indian Railways.
Through Passenger Service between Bombay and Madras.
Railway Time Tables :—
Great Indian Peninsula Railway.
Rates for parcels, horses, carriages, &c., by G. I. P. Railway.
Nizam's State Railway.
Bombay, Baroda and Central India Railway.
Local Trains between Bombay, Mahim, Bandora, and Andaree.
Jubbulpore Extension Railway.
Khamgaum State Railway.
Amraotee State Railway.
Wurdah State Railway.
Holkar State Railway.
East Indian Railway.
Rajpootana State Railway.
Oudh and Rohilkhund Railway.
Sind, Punjaub and Delhi Railways :—
Punjaub and Delhi Division.
Sind Section.
Through Traffic from Kurrachee to Mooltan, Lahore, and Umritsar.
Eastern Bengal Railway.
Calcutta & South Eastern Railway.
Great Southern of India Railway.
Madras Railway.
Nulhazee State Railway.
Steam Navigation Companies :—
P. & O. Company.
Messageries Maritimes.
Austro-Hungarian Lloyd's.
Rubattino Steam Navigation Company.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Sind, Punjab and Delhi Railway Co.'s Indus Steam Flotilla.
Irrawady Flotilla.
India General Steam Navigation Company.
Routes by Steamers.
Routes in the Bombay Presidency.
Bombay to Central Provinces and Calcutta.
List of Travellers' Bungalows along the Trunk Roads of Western India.
Routes in the Central Provinces.
N. W. Provinces and the Punjaub.
Route to Simla.
Route to Nynee Tal.
Hill Horse Carriage Dak.
Rohilkhund Horse Dak Company.
North-West Dak Company.
Punjaub and North-Western Dak Company.
North-Western Dak Company.
Agra to Jeypore and Nusseerabad.
Rawal Pindee and Murree.
Darjeeling Mail Service.
Scale of Fares for Pilgrims, Buggies, &c., in Bombay.
" of Fares for Palanquins.
" of Fares for Boats for Bombay Harbour.
May be had at the Bombay Railway Terminus and of the following AGENTS.

Bombay	Thacker, & Co.; Watson & Co.; Hornuajee Sorabjee, Bookseller; Refreshment Rooms, Apollo Bunder; Messrs. Cooper & Co.; Watson's Esplanade Hotel; Treasker & Co.; Badham & Co.; Asquith & Co.; Byculla Hotel; and Messrs. Ajmarsm Sagoon & Co.
Allahabad	Kellner & Co.
Bhosawul	Railway Refreshment Room.
Calcutta	Wyman & Co.
Ceylon (Colombo)	"Ceylon Observer," Office.
Deolalee	Pannjee Dossabhoy.
Jubbulpore	Kellner & Co.
London	G. Street, 59, Cornhill; Gordon and Gotch, St. Bride Street, Ludgate Circus, E. C.
Madras	Higginbotham & Co.; Gantz Brothers, Adelphi Press, 7 and 8 Mount Road; and Railway Station, Balcheon.
Ootacamund	"Nellgherry Courier" Office.
Poona	Treasker & Co., Phillip & Co., and Rogers Family Hotel.
Shahabad	Refreshment Room.
Secunderabad	Cursetjee & Co.

NOTICE.

REDUCTION IN PRICE.
APOLLINARIS WATER.
Arrangements have now been made by which this celebrated Water can be had at the following reduced rates :—

CASK containing 6 dozen Pints	Rs.	16 0
" " 6 " Quarts	"	18 0
" " 4 " "	"	13 0

APOLLINARIS
A NATURAL MINERAL
PURE, NATURAL, EFFERVESCING WATER
FROM THE APOLLINARIS BRUNNEN. WATER.

APOLLINARIS WATER.—THE QUEEN OF TABLE WATERS.—"A great boon to all, but especially suited by its absolute purity and mild alkalinity to ward off the most fatal diseases of TROPICAL CLIMATES."—*British Medical Journal.*

"Possesses organic purity in the highest degree, wholly charged with its own Natural Gas. The production of the spring is equivalent to 40,000,000 of quart bottles per annum."—J. A. WANKLYN, V. Pres. of the Society of Public Analysts, &c., &c.

APOLLINARIS WATER.—"FAR SUPERIOR TO ORDINARY MANUFACTURED AERATED WATERS."—*Medical Times.*

APOLLINARIS WATER.—"The favoured drink of the favoured classes. The fashion in the Clubs, and universally recommended as a pure, refreshing drinking water by the Medical Profession. Especially suited moreover for Tropical Climates."—*London Medical Record.*

"APOLLINARIS WATER has rapidly attained a great and well-deserved popularity in England. Particularly valuable to Indians having or fearing a touch of liver or disordered digestion."—*Practitioner.*

APOLLINARIS WATER.—Inspector General Macpherson M.D., late H. M. Indian Army, author of "Baths and Wells," &c., writes: "The advantage of Apollinaris Water is the CERTAINTY OF ITS PURITY. In India it is difficult even with every care to obtain water for the manufacture of Soda Water that is free from impurities. THE APOLLINARIS WATER OUGHT TO BE A GREAT BOON TO INDIA."

Professor Macnamara, late Prof. University of Calcutta, &c., writes: "Soda Water in India is frequently polluted with drainage and organic impurities, which are the direct cause of cholera, typhus and dysentery. Apollinaris is absolutely pure. I STRONGLY ADVISE INDIAN RESIDENTS TO DRINK IT. IT IS FAR MORE REFRESHING AND WHOLESOME THAN SODA WATER."

Consumers can now be supplied with Apollinaris Water in Soda Water Bottles which can readily be sold when empty. They are cautioned to see that Bottles have SARTH, BURROUGH & Co.'s name on the Label, otherwise they may purchase water not properly bottled for export.

OF ALL RESPECTABLE CHEMISTS AND DEALERS.
Descriptive Pamphlets, with analyses, Prices, &c., on application to Agents :—
CUTLER, PALMER & Co., BOMBAY.

BOMBAY MUSIC SALOON.
ILLUSTRATED PRICED CATALOGUES FREE BY POST ON APPLICATION.
SOUNDY AND Co., BOMBAY.

In consequence of spurious imitations of
LEA AND PERRINS' SAUCE,
which are calculated to deceive the Public, Lea and Perrins have adopted
A NEW LABEL, bearing their Signature,
LEA & PERRINS,
which is placed on every bottle of WORCESTERSHIRE SAUCE, and without which none is genuine.
Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper. Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen throughout the World.

BOURNE AND SHEPHERD,
PHOTOGRAPHIC ARTISTS,
No. 10, RAMPART ROW, BOMBAY.
(Near the Esplanade Hotel.)
ALSO AT
CALCUTTA AND SIMLA.
STUDIO FOR PORTRAITURE OPEN DAILY
FROM 9 A.M. TILL 4 P.M.
INDIAN SCENERY.
MESSRS. BOURNE AND SHEPHERD'S collection of Photographs of Indian Scenery is the LARGEST and BEST existing.
These Photographs represent Scenes in Cashmere, N. W. Provinces, the principal Hill Sanitaria, the snowy ranges of the Himalayas, Nellgherries, Southern India, Ceylon, Calcutta, Bombay Presidency, Rajpootana and Burmah.
A handsomely-bound Album containing 80 large Views of Architectural Remains, and beautiful Scenery in Rajpootana, with copious Letter-press Description by J. Burgess, Esq., F.R.G.S., M.R.A.S. Price per copy—Rs. 100.
N.B.—The above volume would be very suitable for Presentation to Friends at Home.
COLOURING.
Portraits painted in Oil or Water Colour, from the smallest Miniature up to the size of Life.
"CARTES" of European and Anglo-Indian Celebrities, Native Chiefs and Native Characters, Frames, Cases and Albums in great variety always in stock.
August 1st, 1875. 10, Rampart Row.

J. & P. COATS'
SEWING COTTON
Received THE ONLY AWARD AT THE PHILADELPHIA EXHIBITION, 1876.
For superior strength and excellent quality.
BEST SOFT 6-CORD SEWING COTTON, IN BLACK AND WHITE AND ALL COLOUR SUITABLE FOR ANY SEWING MACHINE.
EXTRA GLACE COTTON.
CROCHET OR TATTING COTTON,
In SKEINS or on REELS.
Unsurpassed in Quality.
To be had of all wholesale and Retail Drapers and Merchants throughout the World.

HAMILTON AND COMPANY,
JEWELLERS.
Buckle and Strap Pattern Jewellery,
Always pretty, always fashionable.
BROOCHES, EARRINGS, BRACELETS,
Tiger Claw Jewellery of the best finish and new designs.
Oak and Silver Goods,
Biscuit Boxes, Peg Tumblers, Spirit Stands, Sherry Barrels, and Cruet Frames. Sets of Saltcellars—2, 4 and 6 in case.
Novelties in Breakfast Cruet Frames,
"The Pump," "The Sheep," "The Cock," "The Elephant," "The Champagne Bottles," "The Vines," from Rs. 20 upwards.
Badminton Prizes,
For Badminton Tournaments.
Goblets, Flower Vases, Cruet Stands, Toast Racks, Inkstands, the designs of which are worked up from Battledores and Shuttlecocks.
Silver Articles for Presentation,
Handsome sets of Wedding Beakers in velvet cases.
Quaint Muffineers in Cases,
Sets of "Owls," "Barrels," "Monkeys," &c.
The above form pretty and inexpensive presents.
6th October, 1877. RAMPART ROW.

MESSRS. C. MARCKS & CO.'S
FIRST CLASS WATCHES.
SPECIALLY manufactured for India and warranted to keep correct time in any temperature.

Gentlemen's Gold Hunting Keyless Lever Watches, with Compensation Balance, ¾ Plate and Jewelled in 10 holes, first quality, cannot be too highly recommended			Rs. 350
Do. Gold Semi-Hunting	Do.	Do.	" 350
Do. " Crystal-Faced	Do.	Do.	" 330
Do. " Hunting. Do. 2nd Quality		Do.	" 290
Gold Watches, not Keyless, from			Rs. 150 to Rs. 250
Ladies' Gold ¾ Hunting Keyless Lever Watches in plain, Engine-turned and richly chased Cases			Rs. 225 to Rs. 250
Do. Gold Crystal-Faced Keyless Lever Watches, with Compensation Balance			" 200
Do. Gold Watches, Cheaper Descriptions, not Keyless, Open-Faced, Hunting and ¾ Hunting			Rs. 50 to Rs. 120

SPECIALTY.

1st Class ¾ Plate Silver Semi-Hunting, Hunting and Crystal-Faced Watches of best manufacture, Chronometer Balance